



# Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

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you should fear most is Eye Strain.  
He attacks you when you are care-  
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you leave your precious eyesight  
unprotected.  
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112, Queen's Road C. [7]

No. 19,080

號十八百九千九萬一第

日一十月五年戌壬

HONGKONG, WEDNESDAY, JULY 5TH, 1922. 三拜禮

號八月七年一十國民華中

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**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. every 15 minutes.  
8.00 " " 9.30 " " 10 " "  
9.30 " " 11.00 " " 15 " "  
11.30 " " 12.30 p.m. " 15 " "  
12.30 p.m. to 2.30 p.m. " 10 " "  
2.30 " " 4.00 " " 15 " "  
4.00 " " 8.15 " " 10 " "

**NIGHT CARS.**  
8.30 p.m. to 9.00 p.m. every 30 minutes.  
9.30 p.m. to 11.30 p.m. every 30 minutes.  
11.45 p.m.

**SATURDAY.**  
Extra Car—12 midnight.

**SUNDAYS.**  
7.30 a.m. to 7.45 a.m. every 15 minutes.  
8.00 a.m. to 9.30 a.m. every 15 minutes.  
9.30 " " 11.00 " " 10 " "  
11.30 " " 12.00 noon " 15 " "  
12.00 noon to 1.00 p.m. " 10 " "  
1.00 p.m. to 4.00 p.m. " 15 " "  
4.00 " " 8.10 " " 10 " "

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**SPECIAL CARS** by arrangement at  
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Season and punch tickets available for  
all cars, not already full, running at the  
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Cheques or Comproadors Order represent-  
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On and after FRIDAY, SEPTEMBER 16th, 1921 until further Notice  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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## WRECK OF P. & O. "EGYPT."

COLLISION NARRATIVES.

THE SHIP'S SPLENDID OFFICERS.

It is now possible to give something like a connected story of the disaster which befell the P. & O. liner *Egypt*, of Ushant, on May 20th. It is pieced together from the narratives of survivors who were taken to Brest. All speak of the anguishing experience they passed through from the time that the *Egypt* collided with the cargo steamer *Seine* to the moment of their rescue. The liner left London at eleven o'clock on Friday forenoon, and on entering the Pas de Calais she struck a bank of fog which extended across the Channel and into the Atlantic Ocean. The *Egypt* was familiar with fogs. She had made the voyage to India since 1897, and had weathered the most terrible of storms without sustaining the least accident. Captain Collier is a fine seaman, and the question is asked whether, on this occasion, he was more afraid of this thick fog than the forty-four passengers and 200 men of his crew. What ever fear the fog had inspired, he was hopeful of reaching Marseilles, where he had to receive his complement of passengers.

The French cargo steamer *Seine*, which had left La Pallice for Havre, is a stout vessel belonging to the France-Régie Company, and was specially built for navigating in seas where rough weather is to be feared. During her life-time she has supported many and shocks with her and her captain, Le Barzic, whose graphic story of the collision has been published, was also, it seems, full of confidence that his vessel would emerge safely through the fog. As soon as he entered the fog bank, he made full use of his sirens. About seven o'clock, when the dinner-gong sounded on board the *Egypt*, and her passengers had taken their places in the dining saloon, the piercing shriek of a whistle reached those on board the *Seine*. The sound was very near, and caused surprise. The next instant an enormous mass rose up and barred the *Seine's* route. Her captain was on his bridge, and immediately gave the order "Full speed astern." Alas! no human force could have prevented what followed. The enormous mass was the *Egypt*. To say that the impact was violent hardly describes the terrible character of the collision. With a huge, gaping hole in her side, into which the sea poured, the *Egypt* ploughed ahead and disappeared in the fog.

At this point the survivors of the *Egypt* take up the story. Everybody on board knew what had happened. A frightful collision had occurred, and passengers and crew thought of two things, two alternatives—death or safety. "At such a tragic moment everybody was filled with alarm. Nevertheless, the liner's captain and officers, though they realised the enormity of the disaster that had happened, comforted themselves with great coolness, giving and obeying orders with commendable alacrity. Naturally first thoughts were concentrated on the boats, and a grave was made towards them. Unfortunately there are allegations that the *Egypt's* and *Seine's* Indians from Goa, forgot all the rules of discipline and broke into panic. Many of these dusky sailors thought of their own safety first and crowded round the boats. In their feverish determination to save themselves several of these men are alleged to have invaded the boats, which, crowded beyond their capacity, were overturned on reaching the surface of the water. The *Egypt's* officers had, it is stated, to adopt rigorous measures so that the work of lowering the boats could be properly organised.

### APPEALS FOR HELP

Meanwhile the liner was inclining on her port side, and threatened to sink beneath the waves at every moment. The scene on board was tragic in its emotion. Passengers in evening dress had scrambled on deck as best they could. Some were making heartrending appeals for help, and all were rushing about the deck, jostling one another in the fog. In this scene of anguish half-naked sailors figured. With great trouble a passenger succeeded in placing his wife and two children, one a baby of eighteen months, in a boat. Suddenly one of the ropes snapped, and the boat fell into the sea, bringing with it the occupants. Two of them managed to cling to it, but the cord at the other end broke in turn, and the boat fell on the heads of those swimming in the water. This is only one of several similar incidents.

All this time the French vessel was not inactive. Taking on board of the damage her steamer had sustained, Captain Le Barzic strove to discover the whereabouts of the liner. A strident whistle and the cries of her passengers enabled him to locate her. A few minutes afterwards he had lowered all his boats and was able to effect splendid rescues. Among these taken on board was the wireless operator of the *Egypt*, who had unsuccessfully sent out calls of distress. Unhappily he was in an exhausted condition and died on the deck of the *Seine*. From the news which has reached here it is not possible to give his name, but it has to be added to the list of wireless telegraph operators who did their duty to the last. Meanwhile the *Egypt* was now lying completely on her port side. It was found impossible to launch, in normal conditions at any rate, those of her boats still at the disposal of the passengers. Two officers and a steward, whose names are given as Happy, made strenuous endeavours to cut the ropes. The ship's printer, Georges, who had left his wife and child at Dover, had put on a life-belt and was preparing to jump into the sea when he saw a woman passenger running on the deck in great distress shouting for help. Genner thought—no more of taking the plunge, and approaching the woman, gave her his life-belt, saying, "I do not know how to swim, madam, but take it." Genner met a hero's death.

(Continued at foot of next column.)

## THE FOREIGN TRADE OF CHINA.

BRITISH SHIPPING WELL AHEAD.

FALL IN U.S. TONNAGE.

Dealing with shipping in his introductory report on foreign trade to the Chinese Maritime Customs statistics for 1921, Mr. J. W. H. Ferguson states:—

"Over supply of tonnage, taken in conjunction with depleted trade, has had a disastrous effect on shipping and ship-building throughout the world. From every part one hears of tonnage laid up and of good ships being disposed of at ruinous prices far below replacing cost, and the Annual Summary of the Mercantile Shipbuilding of the World, published by Lloyd's Register, also tells us that the world's total output for 1921 was about 1,700,000 tons below that for 1920. Nevertheless, an increased total tonnage of vessels entered and cleared at the Maritime Customs, which, bearing in mind the stagnant state of the Chinese markets during 1921, causes misgivings as regards the financial results obtained."

Great Britain has fully maintained her position and is again *forte* principle in the matter of tonnage, which now stands at 12.3 million tons, against 40.3 million tons in 1920. The Japanese flag succeeded in adding 2.5 million tons to her last year's aggregate and now registers a total of 31.7 million tons. Chinese shipping comes next with 27.1 million tons, which is an increase of 3.3 million tons as compared with 1920, no account being taken of junks, which totalled another 4.7 million tons, while the American tonnage dropped from 4.7 to 3.5 million tons. French vessels entered and cleared recorded a healthy increase of 288,779 tons as compared with the previous year, standing at 1,221,758 tons in 1921, closely followed by the Dutch flag, which more than doubled its tonnage, thus reaching 1,112,253 tons in 1921, as against 558,520 tons in 1920. Portuguese tonnage likewise made excellent progress from 18,504 to 212,750 tons. The German flag appears again for the first time since 1917, with four vessels aggregating 2,210 tons.

Regarding the references above, it may be mentioned that the tables, accompanying the report, credit China with a tonnage of 31,791,470, which places her second on the list, with roughly 50,000 tons more than Japan. The tonnage of all nations was 114,619,544.

## JAPANESE PHOTOGRAPHER ABROAD.

PHOTOGRAPHER AND ADMIRAL.

Lord Northcliffe, speaking in London recently, said: "There are a good many Japanese in Australia—photographers. It is an extraordinary thing that wherever you go in the Far East you find the Japanese to be a photographer. When I landed in Borneo a member of the Government said to me: 'One of the most surprising things happened to us lately. The Japanese squadron came in, and to our amazement the local photographer—a Jap—was on board and spent a day with the admiral.' (Laughter.) 'That did not strike me as being at all abnormal. It struck me as being exactly what the Germans did. For, with some of our newspapers, in some respects the Japanese are the Germans of the East—perpetually harrowing, working, propagandising, migrating, staying all over the world. I wonder how much Japanese propaganda money is spent in this town and this country. You will find out when you look at the newspapers' letter-writers who only to this speech. (Laughter.) The newspapers of this country are in no way involved in it, but you will always find some surprising letters from curious people in reply to any article of mine."

There is no reply to the fact that the Japanese are penetrating North America and that they have very covetous eyes on the Commonwealth and the Dominion.

## THE SLUMP IN JAPAN.

The Ishikawajima Shipbuilding Co. has announced the closing of one of its factories and the discharge of some 30 more workmen. A spirit of unrest again prevails among the employees there, who will confer to discuss their future policy.

An Osaka wire reports that the Sumitomo Copper Co. has announced its decision to discharge 1,000 workmen, and its desire for the remaining employees to take their own course of action. The announcement, Reuter says, seems to have been received with little excitement, because the company has promised to pay sufficient discharge allowances and special grants to employees of five years' standing.

The death agony of the *Egypt* lasted twenty minutes. Explosions occurred among her machinery. Wreckage of all sorts was floating on the water, and dead bodies were seen kept on the surface by the cork of their lifebelts. A few men clinging to the debris were observed struggling with death. Two were floating holding on to a plank. They were Dr. Bremner and the second officer of the *Egypt*. The doctor was exhausted, but was urged by his companion to cling to the plank. Suddenly he cried out, "Let me say good-bye to you; I am finished." And he disappeared.

The *Seine* entered Brest with 247 survivors on board, including twenty-two passengers and 218 men of the crew. The number of those who lost their lives is put down at eighty-eight. During the afternoon the *Infatigable* and *Surveillante* returned to port with some bodies, the greater number being those of

## ROPE BRIDGES.

A PRIMITIVE WAY OF CROSSING SWIFT RIVERS.

A broad swift river is undoubtedly a serious obstacle, and it can hardly be denied that rivers have in the past changed not only their own course, but that of history. Though the Alps appalled neither Hannibal nor Napoleon, yet Alexander halted at the Indus, as the Romans did at the Rhine. Yet in the long run a river is not so formidable a barrier as a range of high mountains, and is rarely if ever, so effective as a frontier. The ways men have discovered for crossing rivers are many, but none is more quaint than the rope bridges of Tibet. They are bridges by courtesy only, but their effectiveness none can dispute.

These rope bridges span the rivers of south-eastern Tibet, which roll swiftly through narrow, steep walled gorges. The ends of the rope, which is made of cunningly twisted bamboo strands, are secured to wooden posts driven into the ground, a small level platform being out of the precipitous bank. The starting post is perhaps 20 feet above the level of the finishing post, thus allowing for a distinct downward slope, but the sag, and the impossibility of stretching the rope fast by hand, insures a slight up-grade at the finish, which tends to check excessive speed. Thus at every crossing two ropes are required, one sloping each way. On top of the rope runs a wooden slider, about a foot in length, shaped like a bicycle tyre cover, gripping the rope. In the thickness of the wood near the top two slots are cut, and through these pass the leather thongs from which the passenger is suspended.

The Tibetan who essays the passage, standing on the platform beneath the rope, which passes over his head to its foundation post, ties himself up, and holding on to the slider with both hands, steps off into space; thus he slides gracefully down the rope in a sitting position, hauling himself up the last few yards hand over hand. But before the stranger goes over certain formalities are looked into. To begin with the rope is well greased with butter, to reduce friction. Nor does the stranger tie the knots himself, he is doubly secured, and a stick thrust through the last knot to make assurance sure. Then the word is given, he is lifted up, and slips into space with a word of warning on no account to touch the rope. It is an exhilarating experience, that rush through the air, with the river foaming and roaring beneath.

The language is sent across exactly the same way; it is tied up and slides down by its own weight. When it stops, a man climbs along the rope, suspended from a slider, and looking backwards round the lead, pulls himself and it up hand over hand. Justly come the baggage animals, ponies or donkeys. One by one they are led on to the little platform, plied, and trussed up. For a moment they struggle desperately to keep their feet on the ground, then they are pushed over the edge and sail upwards, kicking the air ineffectually. Sometimes it happens that the slider slips off the rope altogether, leaving the frightened beast suspended in mid-air; whereupon men slide down to the rescue. Not without difficulty is the slider righted, and the animal hauled to safety. If the rope is at all worn—and where the traffic is heavy, as on the main routes, it needs to be frequently changed—the friction of the slider becomes so great that smoke rises from it, a hint that it is time to get a new rope.

## "CULTIVATED" PEARLS.

A NOVEL METHOD OF DETECTION.

M. J. Galibourg and F. Rzyger have communicated to the French Academy of Sciences a new method, by which they claim to be able to distinguish between Japanese cultivated pearls and truly natural pearls.

M. J. Galibourg and Rzyger take advantage of the fact that pearls are usually pierced with a small hole in order to thread them on strings or wires. They place this hole in the optical axis of a microscope and illuminate it by focusing a strong light through the translucent wall. A very minute mirror is then introduced into the hole. At first they employed a steel needle with a highly polished facet ground on it near the point. Later on they found that a droplet of mercury served the purpose better, the rounded surface forming a convex mirror which reflected the interior of the pearl and allowed photographs to be taken. They claim that in the cultivated pearl there is a sharp line of division between the introduced "nucleus" and the subsequently deposited layers, whereas, in a natural pearl, although many concentric layers can be observed, the outlines of the nucleus are not sharply marked, but gradually fade one into the other. The concentric circles doubtless are due to seasonal differences in the rate of growth, but the whole process is sufficiently continuous to prevent the appearance of any sharp divisions.

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It is published at the Office of the "Hongkong Daily Press."

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Taku	Kewling	Shansui
Amoy	Hankow	Kongmoon
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Trade Cities	Shanghai	Wuchow
Newchwang	Ichang	K'Chuan
Dairen	Chungking	Pakhoi
Port Arthur	Hankow	Hailuoguo
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Wihaiwei	Wenchow	Mangchow
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## PEAK SANITATION.

## WATER CARRIAGE SYSTEM AUTHORIZED.

## HONGKONG HOTEL REFUSED SPECIAL TREATMENT.

It was announced at the meeting of the Sanitary Board, yesterday, that the Government has approved, in principle, the extension of the water carriage system to the Peak.

The first item on the agenda had reference to a letter from the Government to an application from the Hong Kong Hotel, for an installation at No. 138, The Peak.

The Chairman said that on the previous circulation of this paper, Dr. Ozorio had stated: "The treatment noted out to this Board by the Government can only be termed grossly inconsiderate. The Government has been discourteous on three different occasions: (1) in making known its decision to a third party, the Hon. Mr. H. W. Bird, before advising the Board. The Board came to know of the Government's decision in this matter from a letter from Mr. Bird to the Board; (2) in failing to answer the Board's letter asking for its decision on the Board's recommendation; (3) in granting Mr. W. E. L. Shenton permission to construct water closets before receiving the permission of the Board." The President had intimated: "I would remind the Board that this permission is essential," and Dr. Ozorio, in his minute, suggested that the Government's action was ultra vires. Although he was an ardent supporter of the water carriage system he would ask members to refuse this application, without going into the merits or demerits of the case, as a protest against the Government's conduct towards the Board.

The Chairman said that a letter had since been received from the Government on this matter. The letter was as follows:

Colonial Secretary's Department, 17th June, 1942.

SIR: I am directed to state that Mr. Sayer has drawn the Government's attention to the fact that the Governor in Council had granted permission for the installation of water closets at No. 138, The Peak without a previous recommendation from the Sanitary Board.

The Governor in Council in giving consent to such installation was under the impression that the permission of the Board had been obtained and I am to request that you will be so good as to express to the Board the Government's regret that this mistake was made.

A reply will be sent very shortly to the Board's letter of the 7th October and 3rd March last, on the general question of water closets, the delay in answering which is due to difficulties which have to be considered in connection with water supply and drainage. It has been decided to adopt the Board's recommendation that water closets should be permitted at the Peak. I am, Sir, yours faithfully,

A. G. M. FLETCHER,

Colonial Secretary.

The Head of the Sanitary Department, Hongkong.

The Director of Public Works said that he could assure the Board that the delay was certainly not due to any discourtesy. A great deal of trouble had been expended upon this question and even that day he had been dealing with some points in connection with it.

The President moved that the Board recommend the granting of the application.

Dr. Black seconded and the motion was carried.

## HOW THE VOTING GOES.

In connection with another item on the agenda, in which the Government notified refusal of application for the erection of water closets, Dr. Ozorio asked if it was the usual procedure for the Board to notify the Governor in Council that the Head of the Sanitary Department and the Medical Officer of Health had voted against the application.

The President: It is the usual procedure. The Government desire to know on each occasion how the voting went. With regard to the Government's reasons for this refusal, no reply has yet been received, but I believe it will arrive in the course of the next few days.

Dr. Ozorio: Did you say that the unofficial members present were all in favour of the recommendation?

The President showed the letter on the file which set forth how each member voted on the occasion in question.

## PROPOSED BUILDING IN HONGKONG HOTEL COURTYARD.

The Hongkong Hotel Company, Ltd. applied for a modification of the requirements of section 160 of the Public Health and Buildings Ordinance 1903 in respect of the Hongkong Hotel.

The section referred to provides that the open space connected with buildings must not be less than one-third the area of the site, and must not be decreased without special permission.

The President: Various members have stated that they want to discuss this.

Mr. S. W. Tao asked the opinion of the Medical Officer of Health.

Dr. PRABHU: I am not in favour of granting the modification. The rule has already been modified very considerably in respect of this building. One never knows from month to month what the shops backing on this yard are going to

(Continued at foot of next column.)

## DEMANDING MONEY BY MENACES.

## CHINESE WOMAN RECEIVES THREATENING LETTERS.

Two unemployed Chinese and a head coolie were yesterday morning charged before Mr. Hamilton at the Magistracy with demanding from a woman named Ho Fu the sum of \$200 by menace.

Inspector Appleton said the complainant was a hair dresser living at No. 102, Hollywood Road. During the past four weeks she had received four letters demanding money. On Saturday the defendants called at her house and asked "what about it," stating that if she did not pay up she would be dealt with by a revolver. The woman was frightened, but managed to put the men off. They agreed to come again on the following day. On the Sunday they arrived, one went upstairs and the other two waited below. The complainant hearing their approach sent her nephew to the district watchman's office, getting him out of the house by the back exit. The watchman succeeded in arresting all three men.

Since their arrest, added the Inspector, two more letters had been received by the complainant, one demanding the immediate payment of the money, and the other threatening the woman if the three arrested men were punished by the police.

The case was adjourned to Thursday afternoon next.

## THE MAGISTRATE AND A FOOL.

## DECLINES TO PUT A PREMIUM ON FOOLISHNESS.

After a brief consultation with the defendant in an arms case, Mr. Leo d'Almeida, solicitor, announced to Mr. Hamilton at the Magistracy, yesterday, that there was no doubt whatever that his client was guilty of illegal possession of an unloaded revolver. The defendant had told him an incoherent story and his opinion was that the man was a weak-minded fool. The man's master shared this opinion. From what the defendant had told him, he had been engaged by a tally-man on a Dutch steamer to take the revolver ashore. He was to carry the revolver to the Warehouse market and there hand it back to the owner. For this he was to receive \$5.

Inspector Brown informed the Magistrate that the constable had a different tale to tell. On the previous night at 8.30 o'clock four men were seen with their hands together at the entrance to Queen's Street. When the constable approached, three of the men ran away. In the defendant's girdle an unloaded revolver was found.

Questioned by the Magistrate the constable admitted that the man submitted quietly to the search.

The Magistrate (to the Interpreter): Tell the defendant I am prepared to believe that he merely carried the revolver for some one to some one else. I am also prepared to believe he was a fool. At the same time there are too many crimes in Hongkong to put a premium on foolishness. I believe you had no intention of committing a crime, and in view of this I am going to impose only half the maximum penalty, \$500 with the alternative of six months' imprisonment.

He used for. One is used as a motor garage but I heard of a large restaurant being established there and now I hear of the place being let to another firm. There are so many changes in the course of a year, that one never knows what is going to happen next. Whatever the premises are used for, it is desirable that there should be ample open space at the back for the purpose of ventilation. A hairdresser's is a dusty trade and there should be a reasonable amount of ventilation to such premises.

The Director of Public Works said that, in consequence of the modifications already granted, there was very little open space left in the centre of the hotel block. If rooms on the ground floor were used for residential purposes, this proposed encroachment would be very objectionable.

The President said he entirely agreed. He could not think the site was at all suitable for a hairdresser's shop, and still less suitable for residential purposes if it was ever to be converted to such purposes. He proposed that the application be refused.

Mr. ALABASTER seconded and the motion was carried.

## MAINTAINING THE BYE-LAW.

The Board next dealt with an application for a string-roasting licence for a house in Puiho Street, which is within an area in which such licences are not granted. The application was refused.

The members present were: the President (Mr. D. W. Traiman), the Director of Public Works, (the Hon. Mr. T. L. Perkins), the Hon. Mr. Chon Shou-son, Mr. S. W. Tao, Dr. Black, Dr. Ozorio, Mr. C. Q. Alabaster, the Medical Officer of Health and the Secretary.

## THE NAVY LEAGUE.

Mr. A. H. W. Cobb, Hon. Secretary of the local branch of the Navy League, forwards us the following letter from the Chairman of the Navy League and asks us to publish it for the information of local members of the Navy League. We are asked by Mr. Cobb to add that any donations sent to him will be forwarded to the proper quarter:-

The Navy League,  
13, Victoria Street,  
London, S.W. 1,  
1st June, 1942.

Dear Sir,—I have pleasure in sending you under separate cover the Navy League Report for 1941.

Since the last meeting of Grand Council on April 7th, the reconstitution of the League, together with the remodeling of its rules, has been taken in hand and will be submitted to Grand Council for confirmation at its special meeting on 8th June.

The financial position of the League is at present the most burning question, and it is hoped to launch a public appeal at an early date for the creation of an Endowment fund of £100,000. In the meantime, guarantees have been received to enable the work of the League to continue at any rate until October.

The amounts owing to the League, must however, be liquidated at once, and I therefore make a very urgent appeal to you to assist us not only by remitting any amount now outstanding to your debt with the Head Office, but also if possible to contribute something towards our Endowment scheme.

Should sufficient funds not be forthcoming by 1st October, to justify us to continue our work, there will be no alternative to recommending the winding up of the League, an event which we feel sure you would agree with us in contemplating with the greatest concern.

Thanking you in anticipation for any assistance which you may be able to give us,—I am, Yours very truly,

CYRIL S. CORB.

Chairman.

## THE HONGKONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE.

There are probably many residents in the Colony who do not realise what these words stand for. Briefly, the Ministering Children's League is the oldest established children's society in the Empire; it was founded by the Countess of Meath in 1851 with the idea of helping children to be kind and unselfish. No day without a deed to crown it was the motto, and children by their own work and efforts raised funds to help their poorer brothers and sisters. A branch of the Ministering Children's League was introduced into the Colony by Lady May many years ago, and the children of the Branch and their adult helpers have assisted local and home charities—charities usually connected with children but not always—by means of entertainments and an annual fete and bazaar. In 1920, the Hongkong Women's Guild was formed and united with the Ministering Children's League in its work of service and help.

The following charities were assisted as a result of the Bazaar held in November, 1941:-

LOCAL CHARITIES.—French Convent, Italian Convent, Netherlands Hospital, London Mission Society Training School, Duxton Mission, Village School, Fund, C.M.S. Fairlie School, Victoria Home (C.M.S.) and Blind Home at Kowloon.

CHARITIES AT HOME.—M.C.L. Cot at Otterhaw, Trafalgar Home for Orphans, The Royal Soldiers' Daughters' Home, The Orphan Homes of Scotland, Captain Fryatt Memorial Fund (Imperial Merchant Service Guild), Evelyn Hospital, London Hospital and Officers' Families Fund.

The following is the list of local Branch Secretaries in Hongkong:-

Police Station, Mrs. Wolfe, 123, The Peak.

Military Station, Mrs. L. Humphrey, 146, The Peak.

Naval Station, Mrs. Grace, H.M.S. Tamar.

Victoria, Mrs. Middleton Smith, The University.

Kowloon, Mrs. Cock, 1, Minden Villas, Kowloon.

Peak, Mrs. McArthur, 117, The Peak.

Kowloon Dock, Mrs. Forsyth, The Terrace, Kowloon Dock.

St. Stephen's Girls' School, Miss Middleton Smith.

Bellios Girls' School, Miss Clarke.

St. Paul's Girls' School, Miss Woo.

The subscriptions for membership are collected by the Secretaries of the various branches (adults, \$1, children, 50 cents) and the Magazines cost 20 cents annually.

## EXCHANGE IN JUNE.

Mr. C. A. da Rosa's Exchange quotations for the month of June shows the following averages:-

	Silver Sterling	Yen	Yuan	Gold	Prices
Average Rate June, (1932), (Approx.)	2/4	120	57	6.53	
Highest Rate June, (1932)	3/8	274	122	54	6.90
Lowest Rate June, (1932)	3/6	2/0	118	50	6.29
Average Rate to date, (1932), (Approx.)	2/8	116	55	6.28	
Highest Rate to date, (1932)	2/7	124	50	6.50	
Lowest Rate to date, (1932)	2/4	103	51	6.05	

## ARMY REORGANIZATION IN JAPAN.

## A REDUCTION OF 20,000 MEN.

## AN ESTIMATED SAVING OF ¥2,000,000.

The proposed plan of army organization, as foreshadowed by the *Nichi Nichi* and other leading journals, involves a reduction of the personnel of the army by 20,000 men, allocated as follows:- 30,000 Infantry, 2,000 Cavalry, 25,000 Artillery, and 2,000 Engineers. There will also, it is said, be a considerable reduction in the number of horses, their places being taken by an expanded aeroplane and automobile service.

The foregoing curtailments will, it is thought, reduce the military expenditure by ¥20,000,000, which, added to the retrenchment of ¥2,000,000 possible through administrative reforms, will bring the gross total of saving to ¥22,000,000.

The plan further provides for the reorganization of the army, giving an infantry battalion three companies instead of four, with six light machine-guns to each company, instead of four, and eight heavy machine-guns instead of six. An artillery regiment will be composed of four batteries instead of six. Two squadrons instead of three will constitute a cavalry regiment, while a commissariat battalion will be composed of one or two companies instead of four. Two companies of engineers instead of three will be attached to each division, while the railway and telegraph regiments will be expanded.

For the introduction of new arms of various kinds, a sum of ¥20,000,000 will be required. This will be spread over a period of 12 years, giving a rate of ¥1,666,666 per annum.

With regard to the period of service, the Diet asked for a reduction of the term to one year and four months. The authorities, however, hold that existing circumstances do not warrant so drastic a cut and will probably recommend a shortening by 30 or 50 days.

## NEW PAPER CURRENCY IN KWANGSI.

## AN EMERGENCY MEASURE.

The correspondent of the *N.Y. Daily News*, writing from Luchow, says:-

In order to meet the financial obligations, pressing in upon the authorities at this time, through the calling in of rebel soldiers to join the colours, it has become necessary to issue new paper bills. Five hundred thousand dollars in 10¢ and one dollar bills are being issued. A poor class of Chinese paper is being used, as other paper cannot be obtained at this time. Fortunately, the bills state that this is an emergency measure and they will be withdrawn within six months of issue. This latter statement is hardly necessary, for the paper is so poor that few of the bills will last half that time. Special care will be needed in handling them and if one should get caught out in a pouring rain, or let his purse fall down the well, his fortune will be lost for sure. However, it will mean that the merchants and small vendors will lose heavily, for the paper is to pass for face value silver, and so those who purchase an article for twenty cents, and present a fifty cent bill will necessarily have to be given the article and thirty cents silver in change. How the merchants and public generally are going to take to this new scheme remains to be seen, but it is feared that there are a few thors still in the path of those who are creating the royal road to fame at this time in South China.

## JAPANESE LANGUAGE AT TSINGTAO.

## INSTRUCTIONS BY SHANTUNG COMMISSION.

The First Committee of the Joint Commission on Shantung, dealing with the transfer of administrative rights and properties, held their opening meeting at Peking on June 27th.

It was decided that all questions should be referred to sub-committees for discussion, the Comtee themselves deciding upon the reports when tendered.

In connection with the Customs at Tsingtao, the Chinese delegates intimated that they would give instructions for the execution of Article III. of the Supplementary Agreement, providing that the Japanese language may continue in use by the Customs at Tsingtao and that due regard for local commercial requirements shall be had in the selection of officials in the employment of the Customs.

The Japanese delegates expressed the hope that a free Customs zone or bonded warehouse would be maintained at Tsingtao. The Chinese delegates promised that this would be considered.

It was decided that the transfer of wharves and godowns would be considered by the first section of the Committee, concurrently with that of other Government properties.

## DECREASE OF TRADE UNION MEMBERSHIP.

The Rt. Hon. C. W. Bowerman, M.P., addressing a conference of the National Union of Theatrical Employees, said that when the Trade Union Congress met in September, it would be found that the membership of many Unions had dropped considerably. The decrease in one instance exceeded 100,000.

## HOUSE KEEPING AIDS

## AT LANE CRAWFORD'S

<b>"RADIO"</b> SELF CONTAINED POLISHING CLOTHS FOR SILVER & BRASS.	<b>QUALITY SERVICE</b>	<b>"VONO"</b> THE NEW KNIFE MACHINE. — SOON SAVES ITS COST.
<b>WIRE</b> MEAT COVERS. — FLY SWATTERS. — SAUCE PAN CLEANERS.		<b>"JUDGE" BRAND</b> ENAMELLED SAUCE PANS, STEW PANS, — THE BEST MADE.
<b>"O CEDAR"</b> MOPS & POLISH. — CLEANSES WHILE IT POLISHES.		TRY THE "VACUUM" CLOTHES WASHER. — <b>NO</b> BOILING RUBBING. SCRUBBING.

PHONE 1741. HARDWARE DEPT. PHONE 1741.

LANE, CRAWFORD, LTD.

## A NEW STOCK OF BAROGRAPHS.

## The Special Self Recording Barometer

## AND The B.O.T. Pattern Marine Mercurial Barometer

## AT LANE, CRAWFORD, LTD. HONGKONG.

## COLUMBIA RECORDS

## FOR JUNE-JULY. JUST RECEIVED

## AT ANDERSON'S

(OPPOSITE CITY HALL).

## Powell

TELEPHONE 3146.

## GENTLEMEN'S TAILORS.

The Production of Cloths of the Better kind at Moderate prices has enabled us to keep always ahead of the times.

## TAIPO CLOTH.

This ideal Summer fabric, we are now showing in many smart designs. "Taipo" Cloths do not shrink and will outwear any other Material.

CALL AND INSPECT THEM AT 10, ICE HOUSE STREET.



## NEW ADVERTISEMENTS

## NOTICE

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 6th instant, the SUPPLY OF WATER to ALL the RIDER-MAIN DISTRICTS will be controlled by bringing the RIDER-MAINS into operation and that Water will be turned on to each RIDER-MAIN daily for two consecutive hours, information as to the hours of supply to any Particular Property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs, or at the Tang Wah Hospital.

T. L. PERKINS,  
Water Authority.  
Public Works Department,  
Hongkong, 4th July, 1922. [1185]

THE EAST ASIATIC COMPANY, LTD.  
COPENHAGEN.

THE S/S "BANKA" will be despatched on or about 9th of July, taking cargo for BANGKOK. For Freight and further particulars please apply to MANNERS & BACKHOUSE, LTD. Agents. [1194]

## NOTICE TO CONSIGNEES.

## THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUHAN"

ARRIVED HONGKONG ON 4th JULY, 1922.  
FROM ANTWERP, LONDON, BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be warehoused. Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From PERSIAN GULF, B.S.N. and B. & P.S.N. Co's Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.  
Goods not cleared within 9 days, including date of arrival, will be subject to sale.  
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 4th July, 1922. [1194]

## NOTICE

WE have THIS DAY REMOVED our Office to the 1st Floor of the HONGKONG & SHANGHAI BANK, NEW BUILDING, DES VUEX ROAD CENTRAL, adjoining Hongkong, Canton & Marine Steamboat Co's Office.

VERNON & SMITH,  
Hongkong, 30th June, 1922. [1192]

HONGKONG TRAMWAY CO., LTD.  
(INCORPORATED IN THE UNITED KINGDOM)

## NOTICE

CERTIFICATE No. 2931 for 200 Shares of this Company in the name of Dr. J. H. HAWK of 70 Queen's Road Central, Hongkong, has been LOST or STOLEN and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. J. H. HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS,  
Secretary.  
Hongkong, 15th June, 1922. [1195]

## PUBLIC WORKS DEPARTMENT

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be marked "TENDERS FOR THE OCCUPATION OF A PARCEL OF CROWN LAND AT HUNG HOI, BEING A PORTION OF THAT AREA AT PRESENT KNOWN AS KOWLOON MARINE LOT No. 81" will be received at the Colonial Secretary's Office until noon of MONDAY, the 10th day of July, 1922, for the occupation for a period of three years of either of those parcels of ground shown coloured red and blue on plan signed by the Director of Public Works and dated 30th June, 1922, containing about 31,500 square feet and 33,500 square feet respectively, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuse to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.  
The Government does not bind itself to accept the highest or any tender.  
T. L. PERKINS,  
Director of Public Works.  
Hongkong, 30th June 1922. [1191]

## INTIMATIONS

## THE HONGKONG JOCKEY CLUB

AN EXTRA GYMKHANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, July 8th, commencing 3.45 p.m.  
The Charge for admission will be \$1.00 for other than Members of the Hongkong Jockey Club.  
Soldiers and Sailors in uniform half price.  
The Stewards invite the Ladies of Hongkong to be present. [1188]

## ROYAL HONGKONG YACHT CLUB

BATHING SEASON, 1922—REDUCTION OF SUBSCRIPTION.

MEMBERS' FRIENDS may become Bathing Members at a charge of \$15.00 for Double Tickets and \$10.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposer, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.  
By Order of the General Committee,  
F. G. VAUX,  
Hon. Secretary.  
Hongkong, 30th June, 1922. [1174]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"KUTSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 5th July, will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bill of Lading will be countersigned by JARDINE, MATHESON & CO., LD., General Managers.  
Hongkong, 29th June, 1922. [1175]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes ABC, QV, RF, RU, RW, TA.

WANTED—Office Room. Preferably with Verandah, Central Locality. Use of Telephone a recommendation. Apply Box T.I., c/o Daily Press Office. [101]

TO LET—Furnished, for Two months from 15th July. No. 34, Robinson Road—approachable by Car. Apply: DORCAS LALBAIK & CO., 20, DES VUEX ROAD. [190]

FOR SALE—MOTORBOAT "COZZIET" Length 28 ft., Beam 7' 6", Red Wing Engine. New Bosch Magneto. Speed about 8 miles, 6" Cabin, Lavatory, Pantry, Electric light throughout, Ice Chest, etc. Price \$4,000. Apply Box T.K., c/o Daily Press Office. [192]

## TO LET

5 ROOMED HOUSE on the Peak occupation per August 1st Unfurnished. These taking over entire furniture will have preference.  
Apply under Letter A.B.C. this paper. [1180]

## TO LET

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandah to each room, FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o Daily Press Office. [750]

## FOR SALE

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.  
Further details apply.  
W. G. HUMPHREYS & CO. [435]

## FOR SALE

## ABSOLUTELY NEW

- (1) Two 80 BHP. Single Cylinder Bollerider Oil Engines. Revs. 225 per minute.
- (2) Two 60 BHP. two cylinder Bollerider Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.
- (3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolleriders, c/o Daily Press Office [940]

## DAIRY FARM NEWS.

Your health depends upon your Ice Box. Insure yourself against Summer ailments by having everything cooled with our pure

## CRYSTAL ICE.

## PASS BOOKS ON APPLICATION.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## INTIMATION

## SPARKLING MINERAL WATER.

## Pyeris

An exact reproduction of the water of a famous European Spa—Blends perfectly with Wines and Spirits—especially Whisky.

"A little learning is a dangerous thing."

"Drink deep or touch not the Pyerian Spring."

"There, shallow draughts intoxicate the brain."

"And drinking deeply sobers us again."

POPE.

## A. S. WATSON &amp; CO., LTD.

Assorted Water Manufacturers.

## BIRTHS

HORNER.—At Shanghai, on June 29th, to Mr. and Mrs. W. HORNER, of Chik-king, a son.

NEDERVEEN.—At Shanghai, on June 29th, to Mr. and Mrs. T. NEDERVEEN, a daughter.

SARKANI.—At Shanghai, on June 30th, to Mr. and Mrs. K. C. SARKANI, a daughter.

## MARRIAGE

GREENFIELD-CHAMBERS.—At Belfast, on May 10th, JOSEPH NATHANIEL GREENFIELD, of Chinese Postal Service, China, to HELEN CHAMBERS, Regina, Sask., Canada, formerly of Gifford Co. Down, Ireland.

## DEATHS

JENSEN.—At Shanghai, on June 30th, Mrs. HENRIET J. JENSEN (Jeanne).

JOHNSON.—At Shanghai, on June 29th, LILLY CHARLOTTE, beloved wife of H. H. JOHNSON, aged 31 years.

MOORE.—At Shanghai, on June 29th, THOMAS GEORGE THOMSON, Mo-Dermott Rice.

## ACKNOWLEDGMENT

Mrs. CLARA NORONHA YVASOVICH desires to thank all friends for their kind sympathy in her sad bereavement and for floral tributes sent to the funeral of her husband. [193]

HONGKONG OFFICE: 104, DES VUEX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.4.

## The Daily Press

HONGKONG, JULY 5th, 1922.

## SEEKING A SETTLEMENT IN CHINA.

A GREAT deal more seems to be known in the North of General CHUNG MING's views on the political situation than appears to be generally known in the South. A recent telegram jointly signed by Marshal TSAO KUN and General WU PEI FU elicited a reply from General CHUNG in which he announced himself as being still in favour of the establishment of a system of provincial federation on the lines of that in the United States, "because, owing to the immense extent of the territory of China, and the racial differences of the various provinces, the nominal concentration of administrative power and authority in the Peking Government may lead to further serious political complications." He points to

the fact that the orders of the Government are not now obeyed in the provinces, and we take it that the suggestion is that it is improbable that they will ever be again so implicitly obeyed as was formerly the case. General CHUNG declares that the first necessity is the disbandment of the superfluous soldiery in the country and the abolition of the Tuchenat system, and for that purpose and the discussion of all other national questions it is necessary to convene a Peace Conference in Shanghai, "or some other neutral city to be mutually agreed upon." His message ends with the trite remark that during the ten years the Republic has existed the Chinese people have had enough of domestic disputes and it is quite time for all leaders who are real patriots to sink their differences and work unitedly for the ultimate salvation of China. All this, of course, is excellent advice, but what is the likelihood of any general agreement being made to translate it into practical effort? We suppose there is not a single leader in China who is not prepared to subscribe to the sentiments expressed in General CHUNG's telegram, but until these leaders are ready to meet round the conference table and pledge themselves by a solemn pact to do unitedly what they agree is necessary to restore the peace and unity of the country, little we fear is likely to be accomplished. Once more the question has been raised by some of the leaders as to whether any large scheme of military disbandment is practicable without a foreign loan, and immediately cries of protest against any more foreign loans are raised, and suggestions are forthcoming as to how a disbandment scheme could be carried into effect without having recourse to foreign money. It was generally understood that the broad outlines of policy to be pursued by the new Government were settled at a recent conference at Loyang between leading members of the Cabinet and the Chihli war lords, but it seems that an agreement in regard to the raising of funds was not among the decisions reached. At all events, while we now have the Minister of Finance saying that funds are urgently needed for the disbandment of the superfluous soldiery and the introduction of other political reforms, and that "in view of the existing financial conditions in China, nothing can be done by the Peking Government without material assistance from the friendly Powers," we have General WU PEI FU proclaiming that he is "still opposing the raising of foreign loans," and saying he believes that what funds are needed could be secured by retrenchment in the present heavy expenditures and by increasing the national revenue. These questions, however, are never likely to be settled, over the telegraph wires, and we can only hope that these discussions, which in themselves mark an advance towards progress, will lead to the early convening of the Conference which everybody seems to want. Unless, however, the leaders attend the conference in a conciliatory spirit, and manifest more clearly than they do not present a desire and a determination to find a *modus vivendi* which may involve some sacrifice of personal views and opinions, the new Conference will run the risk of proving as abortive as the last. We gather that the inquiries now in progress aim at obtaining "reasonable" assurances on this point before the invitations to a Conference are formally issued, and we can only hope that they will be forthcoming.

Mr. J. Kennedy has taken over the Bangkok Agency of the Hongkong and Shanghai Banking Corporation in place of Mr. G. G. S. Forsyth who has gone home on furlough.

A young Chinese aged 24 years attempted to commit suicide on Monday by cutting his throat with a razor. The man was found in a house at No. 41 Chamberlain Road in a state of collapse.

A Chinese woman was admitted to the Government Civil Hospital, on Monday suffering from severe scald wounds. A man named Ah YUK is said to have thrown boiling water over her.

In the three days ended July 3rd there were 15 cases of plague, nine fatal; two of small-pox, and one of puerperal fever, all fatal. There are also reported one case of cholera and one of paratyphoid fever.

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Mr. E. S. Cunningham, American Consul-General at Shanghai, is in receipt of advices from the Department of State that Mr. James P. Davis, Consul at Bangkok, has been appointed as Administrative Consul at Shanghai to succeed the present Consul, Mr. M. F. Perkins, who has been detailed to the Department of State for service in the Division of Far Eastern Affairs.

The American community of Hongkong celebrated "the Glorious Fourth" yesterday with their customary enthusiasm. The day's arrangements included an informal reception at the Grill Room of the Hongkong Hotel in the afternoon to which a very large number of friends were invited. The fine floor of the grill room was well occupied by dancers from 4 to 6.30, and altogether the informal reception proved a most enjoyable function.

Mr. J. Kennedy has taken over the Bangkok Agency of the Hongkong and Shanghai Banking Corporation in place of Mr. G. G. S. Forsyth who has gone home on furlough.

A young Chinese aged 24 years attempted to commit suicide on Monday by cutting his throat with a razor. The man was found in a house at No. 41 Chamberlain Road in a state of collapse.

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A Chinese has reported to the police that he and his *fuk* were robbed by three armed men on the 1st inst., whilst at work at No. 44, Dynamite Magazine, Tai Kok Shui. He states that the sum of \$35 and a metal watch were taken from him. He was afterwards bound and gagged and taken to his matched, together with his servant. The matched was run over and a further sum of \$47.45 was stolen. He did not report the robbery earlier as he first wished to consult his master.

A foreign employee at Marcel's tea shop at Shanghai last week received a severe electric shock, from which he might not in all probability have recovered but for the presence of mind of a Chinese servant. The foreigner was on the roof of the premises when he grasped the wire support of a signboard. Evidently a light tension wire had sagged and had made contact with the signboard bracket. The Chinese, seeing that the man was unable to release his hold on the wire, seized a piece of wood and knocked the wire out of his hand. The foreigner, Mr. Bauchet, who received prompt medical attention, was able to resume his work a day or two later.

Shanghai is suffering from a severe shortage of coal as a consequence of a continuation of the crisis in the north.

In attempting to arrest a Chinese, a Chinese constable was stabbed in the abdomen on Monday evening. His assailant has been arrested.

Lady Alston, wife of Sir Beilby Alston, H.B.M. Minister at Penang, is passing through the Colony en route to England, by the P. & O. steamer *Kashmir*.

The body of a Chinese woman, aged 23 years, was found floating in the Yaumati Typhoon Refuge yesterday. The Police are of the opinion that the woman committed suicide.

Mr. Henry Blackwood, an associate on the American Delegation to the China Tariff Revision Commission, arrived in Shanghai on the str. *President McKinley*. Mr. Blackwood is Deputy Collector of the port of Seattle and has been in the service of the United States Treasury Department for 25 years.

## ALLEGED ILL-TREATMENT A LITTLE GIRL. EVIDENCE OF DEFENDANT'S HUSBAND.

The case in which a well-dressed Chinese woman, living at No. 73, Wyndham Street, was charged with unlawfully assaulting and ill-treating her daughter, aged four years, came up for further hearing at the Magistracy yesterday.

At the last hearing evidence was given by Chief Inspector Kerr and Mrs. Kerr, who live directly opposite No. 73, Wyndham Street, that they saw the little girl being severely beaten with her arms tied behind her back. The child's screams could be distinctly heard in their house. The beating, was said to have been at intervals between 1 p.m. to 4 p.m. when the Police intervened and took the child from the mother.

At yesterday's hearing the husband of the defendant and father of the child, gave evidence. He said the child was the daughter of the defendant. On June 27th he went with his wife to Dr. To's office. When he got home he found the child crying and the defendant, who had preceded him home, explained what had happened and the cause of the beating.

Mr. Hall (for the defendant). Did you consider the beating excessive?

Witness: I did not examine her then. I only saw the weal marks on her arms when I rolled up her sleeves.

Witness added that had he seen the girl drink the concoction, for which she was whipped, he would have punished her.

Questioned by the Magistrate witness said that he married the defendant six years ago. She was his *kit fat* wife. He also had a concubine. The girl was his wife's only child. The concubine had a son and a daughter, but she was not living with the defendant.

The Magistrate: Do you know if the child had been beaten before?

Witness: I have never seen it.

Have you heard of it?—No: I have always seen the defendant treat the child kindly.

You have heard that your wife tied the child's hands behind her back and bent her round the room?—I did not know about that.

Would you approve of it, if it was done?—Certainly not. I don't believe she beat her after her hands were tied.

Chief Inspector Kerr said that at the charge-room he showed the bruises on the child's arms and the marks on her legs to the witness. The witness then said it was serious and that he did not know of it.

The Magistrate to witness: When you saw the marks did you consider the beating serious?

Witness: Rather.

This was all the evidence called and the case was again adjourned to hear the evidence of Dr. Valentine who examined the child, but before putting the case back, his Worship remarked that on the evidence before him he did not consider the correction administered to the child to be a cruel, cool one, but rather, it was done by a thoroughly bad-tempered person. He however thought it better that the evidence of Dr. Valentine should be placed on record.

Chief Inspector Kerr pointed out that if a conviction was recorded the Police proposed to hand the child over to the Secretary for Chinese Affairs for disposal.

Mr. Hall, in reply, said that he had been instructed to ask for the return of the child to her parents.

The case will come up for hearing of the Magistrate's evidence on July 10th. In the meantime the Magistrate ordered the child to be placed in the care of the Po Leung Kuk (home for destitute women and children).

## INDIAN WATCHMAN TURNS THIEF.

For stealing a quantity of glass bangles from the *s.s. Peking Maru*, which is at present lying alongside the Kowloon Wharf, unloading damaged cargo caused by the recent fire, an Indian watchman was sentenced to four weeks' hard labour at the Magistracy yesterday, by Mr. Lindell.

Evidence as to the theft was given by the foreman employed by Messrs. Goddard and Douglas, Marine Surveyors, to the effect that on the previous afternoon he noticed the watchman extracting the bangles from a broken case on the deck of the ship. The foreman waited until the watchman left the ship and then arrested him.

The defendant's excuse was that he asked the No. 1 coolie on the ship if he could have a few of the bangles and the coolie consented to his request.

The watchman had previously had "a good record."

The Magistrate in ordering the man to be sent to prison said that the defendant had ruined himself by doing a very stupid thing. He was in a position of trust and was relied upon to detect thieves, but instead of doing this he had turned thief himself.

## SPORT

## LADIES' GOLF AT DEEP WATER BAY

Captain's Cup.—Lady Rees Davies qualified last month with a score of 87-12=75, nett.

The *Medal Put* for ladies during June attracted a large entry and was won by Mrs. Bean. The three best scores were as follows:—

Mrs. Bean ..... 40-53=34  
Mrs. C. A. M. Smith. 47-5=26  
Mrs. Hannibal ..... 41-8=25



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## FURTHER FIGHTING IN DUBLIN.

THE REVOLT BROKEN.

LONDON, July 3rd.

General O'Duffy, Chief of Staff of the National Army, when interviewed, stated that he was absolutely satisfied that the revolt in Dublin was broken.

A communique issued at 3.30 this morning states that the last position of the Irregulars in O'Connell Street has been surrounded and the thoroughfares leading into the street have been barricaded to prevent escapes.

## REBELS' BIG LOSSES.

It is estimated that there are only from one to two hundred Irregulars holding out. This estimate will probably include de Valera and the other leaders. The rank and file are clearly tiring of the fight, many having deserted, and the total casualties since June 29th are estimated at 60 killed and 200 wounded.

## SQUEEZING THE COUNTRY REBELS.

LONDON, July 4th.

A communique from Dublin reports substantial progress in the country districts, and all the important centres in the midlands are now held by the National forces, including Kilkenny, Athlone, Mullingar, Longford, Trim and Newagh. The local volunteers in South Tipperary assisted the National troops in expelling the Irregulars from the roads to Comel, where the Irregulars had concentrated and mined and entrenched their positions. These Irregulars reported to conscription.

The National forces scored further successes at Donegal, capturing a number of Irregular garrisons, and controlling all approaches by land and sea, thus making it impossible to reinforce the Irregulars.

A letter from Kenny, in the Rathfriland area, states that an extraordinary incident occurred to the garrison of National troops at Glenfara Barracks, in Leitrim close to the six-county border. They were attacked simultaneously by Irregular troops and Ulster specials, from different directions, and compelled to yield to the combined force.

## CLOSING IN ON REBELS' STRONGHOLD.

LATER.

After a day of relentless rifle and machine-gun firing, the Free State troops are gradually closing in on the rebels' stronghold of barricaded hotels in Sackville Street, the fall of which is regarded as imminent. It was reported late last night that one of the buildings was aflame and that the Irregular remnants estimated to number 500 were hemmed in in a radius of 700 square yards.

It is rumoured that de Valera has escaped.

Government forces are conducting extensive house-to-house searches.

## REBEL CONCENTRATIONS.

Rebel concentrations are reported in the mountains near Dublin, also in Clonmel, Dunlavin, East Donegal, County Sligo and elsewhere.

Irregulars on the northern border are holding up trains, seizing supplies and fortifying Glenties Castle, West Donegal and have seized Lord Templemore's residence at Inch Island.

EARLIER CABLES.

## MORE REBEL DEFEATS.

LONDON, July 3rd.

The attack was reopened in Dublin this morning on the rebel positions now in the restricted area mentioned. In the morning, armoured cars and machine-guns were again chiefly used. Mr. de Valera is believed to be in Hanman's Hotel, which is bearing the brunt of the attack.

The prisoners whom three shells yesterday compelled to surrender from Moran's Hotel were Communists who had been most troublesome snipers. Other rebels retreated through tunnels driven beneath the buildings.

A journalist who drove in a jaunting-car through Sackville Street during a few hours' lull in the morning found scarce an inch of glass left in the windows of buildings, whose walls were heavily pitted by bullets. There were no signs of defenders, but fighting was resumed at ten o'clock in the morning and was fiercest at one o'clock in the afternoon, the rebels responding vigorously.

(Continued at foot of next column.)

LATEST CABLES.

## IMPENDING BRITISH CABINET CHANGES.

MR. RALFOUR TO BE FOREIGN SECRETARY.

LONDON, July 3rd.

The newspapers state important Cabinet changes are impending.

It is anticipated that the Rt. Hon. Mr. Edward Shortt, K.C. (Minister for Home Affairs) will be elevated to the Bench.

The Rt. Hon. Mr. Stanley Baldwin (President of the Board of Trade) will leave the Board of Trade for the Home Office.

The Rt. Hon. Lieut. Colonel Sir Hamar Greenwood (Chief Secretary to the Lord Lieutenant of Ireland) and the Rt. Hon. Charles A. McCurdy (Joint Parliamentary (Patronage) Secretary) will both be candidates for Cabinet posts.

It is thought that the Rt. Hon. Sir Alfred Mond may leave the Ministry for Health to succeed the Rt. Hon. Mr. Stanley Baldwin.

The Marquess of Curzon's illness rendering his return improbable, consequently the Rt. Hon. Arthur James Balfour, who has been carrying out his duties, will become Foreign Secretary.

## THE HAGUE CONFERENCE. MORE COMMUNISTIC "BOUNCE."

THE HAGUE, July 3rd.

The Soviet delegation, in the course of a statement made prior to to-day's meeting, acknowledged Russia's pre-war debts and declared that Russia will pay them, but she must have credits. If she does not get credits then Russia will not pay one penny. The fact that Russia is a rich country constitutes her chief guarantee.

Russia is not prepared to restore private property to the former owners, but will grant concessions on private property. Russia will not admit any liability regarding war debts.

## WAR MEMORIAL TO B. A. T. CO.'S FALLEN EMPLOYEES.

A SPLENDID RECORD.

LONDON, July 3rd.

Sir L. Worthington-Evans, Secretary of War, unveiled a memorial at Westminster House, Millbank, at the offices of the British-American Tobacco Company, in honour of the firm's employees who fell in the war. He said the fallen were brothers in the spirit which moved them to leave peaceful callings and hasten to the aid of King and Country.

Sir H. Cunliffe-Owen (Vice-Chairman of the Company) mentioned that 3,225 of the company's employees had joined the forces during the war. Of these over one-tenth, namely 233, were killed or died from wounds. One in every fifteen earned decorations, including one Victoria Cross.

## U.S. COAL MINER'S CONFERENCES ADJOURNED.

WASHINGTON, July 3rd.

The coal miners conferences have been adjourned for one week in response to a Government suggestion.

EARLIER CABLES.

## BRAZILIAN CENTENARY EXHIBITION.

BRITISH NAVAL AND COMMERCIAL REPRESENTATION.

LONDON, July 3rd.

In the House of Commons, asked whether the British Empire was the only great Power not represented by the Navy at the Brazilian Centenary Exhibition at Rio de Janeiro, Mr. Lloyd George said that the Cabinet, on reconsideration, had decided to send the Hood and the Repulse to Rio de Janeiro.

Mr. Lloyd George described the questioner's suggestion that the Overseas Department be requested to co-operate with the Admiralty so as to profit by the opportunity in the interest of British trade as an admirable one, which he would be pleased to communicate to that Department.

A great crowd again watched the fighting. All despatches from Dublin are now marked "Passed by Censor."

## WORLD'S TENNIS CHAMPIONSHIP.

ANGLO-AUSTRALIANS LEFT IN GENT'S SINGLES.

LONDON, July 3rd.

At Wimbledon, in showery weather before a moderate attendance, the remaining five fourth-round matches resulted in the elimination of the two remaining Continentals, Cochet being beaten by Anderson 6/3, 6/0, 6/4 and Flaqueur by O'Hara Wood 6/2, 6/4, 11/9. The singles are now a purely Anglo-Australian affair, the fifth round contenders being Lycett, Davison, Mavrogordate, Gilbert, Anderson, O'Hara Wood, Patterson and the Hon. Cecil Campbell, who are paired in the order given. Therefore, the great Anderson-Patterson meeting will probably occur in the semi-final.

Mrs. Mallory and Miss Lengden advanced into the fourth round. Progress was made in all the doubles sections. Mrs. Stocks and Miss McKane beat Miss Scott and Miss Lumley Ellis by 6/2, 6/2.

## AMERICAN RAILWAY ACCIDENT.

MANY KILLED AND WOUNDED.

NEW YORK, July 3rd.

An express loaded with excursionists on the Philadelphia-Reading Railroad travelling at seventy miles per hour missed the points at Whistler Junction and fell over the embankment. Nine are known to have been killed and 25 injured.

## FAMOUS GERMAN PUBLICIST WOUNDED.

BERLIN, July 3rd.

Two men attacked Maximilian Harden, who was carried unconscious to his house with five wounds in his head. Two supposed assailants have been arrested. [Maximilian Harden, a German Journalist, first came prominently into notice in pre-war days through his fearless exposure of the Berlin camarilla scandal in the journal of which he was proprietor and editor. Although he was a great friend of Prince Bismarck, he was twice brought into conflict with law, owing to his attacks on the Kaiser, and he was sentenced for libel on the Kaiser. The attack reported above suggests another monarchist or militarist outrage, as Harden during and after the war exposed the intrigues of Junkerdom.]

## GERMAN POLITICS.

BERLIN, July 3rd.

The likelihood of the Reichstag dissolving, mentioned on June 28th, has disappeared owing to the passage of the Grain Bill, despite strong opposition.

## FURTHER SLUMP IN MARKS.

LONDON, July 3rd.

In London, German marks reached a new record—194 to the pound. There are sellers but no buyers. The fall is due to the situation in Germany.

## WAR CRIMES.

ANOTHER ACQUITTAL.

LEIPZIG, July 3rd.

The "Supreme" Court has acquitted Michaelsohn, the Berlin doctor accused of ill-treating French prisoners at German hospitals in French villages during the war, although the prosecutor demanded sentence of a year's imprisonment. Michaelsohn's case is the first of a fresh batch of war crimes trials at the instance of the French and Belgian Governments.

## INTERNATIONAL FEDERATION OF RADIO-TELEGRAPHISTS.

MEETING FORMULATES DEMANDS.

LONDON, July 3rd.

The International Federation of Radio-telegraphists was formed at a meeting in Brussels. There were delegates from Belgium, Denmark, Britain, Greece, Holland, Italy, and Sweden.

Resolutions were, however, demanding, *inter alia*, that the Federation be represented at the International Radio-telegraph Convention, fixing the basis of an international numbering scale, and demanding the abolition of "diluted" labour and the acquisition of the English and French languages by operators.

## ALADDIN'S LAMP.

LIGHTHOUSE LIGHT LASTING TWO YEARS.

"New lamps for old" are being supplied by the Board of Trade for the guidance of seamen in navigating perilous channels and steering clear of shoals and other dangers of the British coast line. One of the most interesting recent additions is an automatic lighthouse, which turns on its chemically created light when actinic light-values fall to a certain degree of weakness, again extinguishing itself when daylight develops prescribed power. A structure of the kind has been erected at Barry Holmes, Gower, on the dangerous Swansea coast.

So completely automatic is the action that it requires no attention at all except to feed it with chemicals from time to time, and each of the gasometer-like tanks holds supplies sufficient for about two years. The actual lamp is relatively small but very powerful, and rises above the main structure. An official of the Board of Trade explained that the principle of the automatic lighthouse is being rapidly applied, and it may be that in a short time lighthouse keepers will be altogether relieved of their somewhat monotonous and hazardous vigils.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S UNIFICATION.

## CANTON PROVINCIAL ASSEMBLY'S MESSAGE TO PRESIDENT.

PEKING, July 4th.

President Li Yuan-hung received a telegram to-day, signed by all the members of the Canton Provincial Assembly proposing the abolition of the Canton Government in favour of the Central Government.

## SINO-JAPANESE COMMISSION.

FURTHER AGREEMENT REACHED.

PEKING, July 4th.

At to-day's meeting of the Sino-Japanese Commission, the first business was the presentation of the Japanese general report of additions and improvements to the Tsintao-Tsinnan railway, since the Japanese administration began; pending the submission of a detailed table.

Second, the Chinese made proposals for the execution of an understanding concerning contracts and commitments, also regarding the recent railway undertakings.

The Japanese agreed to act in accordance with the stipulated terms of the understanding reached at Washington, and to reply to the Chinese proposals after further consideration.

Third, the commission exchanged views regarding the relations of the Shantung mines and the Tsingtao-Tsinnan railway, the discussion on which will be resumed on July 7th.

## CHOLERA AT KINKIANG.

IMPORTED BY TROOPS.

PEKING, July 3rd.

General Tani Cheng Hsun's troops have evacuated Kinkiang, and the people who fled are returning, but cholera has broken out, apparently being brought by the troops from Hankow. It is reported that there are ten deaths daily among the populace.

## JAPAN'S TENTATIVE NAVAL PROGRAMME.

TOKYO, July 4th.

The tentative Naval programme, which is expected to be completed in 1923, and which supplements the vessels completed, building and contracted for, as given out—Navy Department, includes four 10,000-ton, and four 7,100-ton cruisers; twenty-four destroyers totalling 320,000 tons; and twenty-two submarines totalling 28,150 tons.

Compared with the former programme, this is a reduction of one cruiser, 13 destroyers, and 24 submarines, or 13,000 tons. The announcement of the programme is accompanied by a statement by the Minister who says that Japan has every intention of abiding by her engagements at Washington, and her plans prove that the reports that she contemplates the expansion of her auxiliary fleet are ill-founded and untrue.

## THE DERBY.

WINNER LAME BEFORE STARTING.

An account of the running of the Derby says:—Well off, never out of the first three and splendidly placed on the rails at Tattenham Corner—the crux of many Derbies—Captain Cuttle took command in the run home and won in brilliant style in the record time of 2 minutes 34 and 3/5 seconds.

Anxious moments preceded Captain Cuttle's victory. In the saddling paddock he was found to be lame and Donoghue, after mounting, dismounted. A loosened nail in a plate was the cause of lameness, and this being removed the coronet was dosed with cocaine. Still the symptoms of lameness were noticed at the post, but vanished in the race.

There were thirty starters and the tapes were broken twice. A lot of unrunliness occurred before they were finally fairly well away.

OLD DEBY CONTROVERSY.

A London message to Indian papers says:—The controversy has been revived regarding starters who had no chance in the Derby. It is stated that the Epsom Clerks of the Course have resolved to make an additional forfeit stake to encourage owners to remove entries without any expectation of winning. It is also suggested that £100 should be charged to run instead of £50.

CALCUTTA "SWEET" WINKER'S HOLIDAY.

Calm and collected and with no wish to be affected at her amazing good fortune, the Calcutta sweep winner (a Liverpool typist) stopped away on a fortnight's holiday, without disclosing her destination. She cleverly outwitted the army of reporters, who declared her to be as elusive as the Scarlet Pimpernel. Her friend stated that she seemed to take greater joy in the way she dodged every one than in her prospects of how to spend her winnings.

The lucky buyer of half of the Captain Cuttle ticket is Mr. F. T. Dod, at present in Calcutta, who strangely enough, also hails from Liverpool.

## OUR LONDON LETTER.

DOWNFALL OF MR. HORATIO BOTTOMLEY.

THE LONDON "SEASON" IN FULL SWING AGAIN. MR. LLOYD GEORGE AND HIS CRITICS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 1st.

HEAT WAVE IN LONDON.

After one of the unkindest Springtimes on record Summer has come in with one stride, bringing a heat-wave as a present. In the course of a day and night the temperature went up 50 degrees; and instantly those who kept the newspapers supplied with maledictions about the weather by complaining that it was too cold began to complain because it was too hot. That, of course, is the way in England, where there is no climate, as the smart American said, but only samples.

One result of the hot spell is to drive people out of doors to take the air. The usual thing is to motor out to the Surrey hills, or into Epping Forest, in the evening and picnic. The world and his wife, who cannot afford motor-cars, are able to share in the pleasure of an evening jaunt by motor bus or charabanc.

There is no lack of these vehicles, and the big companies have laid themselves out to cater for pleasure-seekers desirous of getting away from London streets for a few hours after work for the day is over. A few shillings can now give Londoners change of scene and air amid picturesque surroundings that was impossible before motoring facilities became general and inexpensive.

EMPTY THEATRES.

The sudden advent of hot weather has, however, had the effect of emptying the theatres. Although the London Season is in full swing, as is traditional and proper at the beginning of June, nobody wants to see a play. Managers complain that houses are as empty as in the middle of a sultry August. A round dozen plays are coming off at the end of this week, and I hear that this is not the end of the story. There are more to follow, or at least, the fortunes of several more are in the balance. The best stayer still is "The Beggars' Opera," which proudly announces its 826th performance next Monday; and it continues to attract not only the stranger and sojourner within the gate, but also the seasoned London theatre-goer, as mentioned in this correspondence a short time back in a reference to the ups and downs of life in Theatre-land in these days.

QUIET IN LONDON.

This is a great week in London—the week of weeks in a social sense—with the Derby prominent on the sporting side, and scores of dinners and receptions every night in Mayfair and Belgrave, where the titled and fashionable folk still keep open house despite taxation and other woes. The King and Queen have patronised the races at Epsom, travelling by the Royal train from Victoria; and the weather has blessed the greatest sporting event in the world with genial sunshine.

In the clubs the Derby sweepstakes have never been so largely supported as this year. In this and other respects just now the general evidences of prosperity so far as money is concerned gives the denial to the "story-broke" condition of the country which is conveyed by dismal writers in the newspapers. Everybody seems to be able to spare enough to "put a bit on a horse" for the Derby. In the West End clubs, where the ticket is £5, there has been no falling off, and even in the few select and exclusive clubs where £10 is paid for an entry the lists are well up to the average of the brave days before the war. Derby sweepstakes were so popular in the City that the Stock Exchange ran two each value £10,000.

Another fact to be noted is the extraordinary spread of the sweepstake habit among women. All the women's clubs have one or more; and for weeks the fair members were more concerned about the health of "Popoland" and the morning center of "Captain Cuttle" than even the last Society scandal.

THE PRIME MINISTER'S POSITION.

Parliament is adjourning for the Whitsun recess with the position of the Government to all appearance completely stable. This is in strong contrast to the position a few short months ago. The various sections of the Opposition neither fear nor hope for the early dissolution that was so confidently predicted at the time. The only thing that would upset calculations on this score would be a sudden flare-up in Ireland or some other untoward development that would make a General Election necessary. The much-heralded debate on the Geneva Conference proved almost a non-event, so feeble and half-hearted was the attack on the Ministry, so contradictory were the views of the critics, and so decisive was the majority for the Coalition.

There was a great outcry when the Premier announced that he would address the House of Commons on Geneva after his critics had had their say. It was suggested that he was afraid to lay his cards on the table. Thereupon he took up the challenge and led off the debate with an account of the Conference, although, as he pointed out, there were so many subjects that it was difficult to select beforehand what were those about which the House desired to be informed. In replying on the debate he was at his best, as is usual. Mr. Lloyd George is like a certain type of actor, who is never seen to advantage in the first act of the play, and only comes into his true vein when the plot is reaching its climax in the third act. His strength consists mainly in his perfectly marvellous ability to hit off after he has been attacked.

## THE END OF HORATIO BOTTOMLEY.

Horatio Bottomley's conviction for fraudulent conversion of money entrusted to him by the public and the sentence of seven years' penal servitude have provided plenty of material for gossip. To be perfectly candid, it must be confessed that while everyone applauds the punishment as just, there is a certain amount of sentimental feeling for the arch-reveller who has been laid by the heels at last. The story of Bottomley's career is more like a novel by the elder Dumas than a record of real life. Starting as an office boy in the City, he raised himself by sheer ability to Parliament and a position of authority in the country which Cabinet Ministers might (and some of them did) envy. As a financier, company promoter, lawyer, newspaper proprietor, journalist, demagogue, politician, the owner of race horses, and true Bohemian, in everything he did, he was a most remarkable personality. It has been said so often that the phrase is thread-bare that Bottomley could have occupied with honour any position he chose if only he had kept straight. But there was a kink which made him prefer crooked ways.

MILITARY ADVANTAGE.

People had watched Bottomley's extraordinary career for so many years, and had seen his hair-breadth escapes from the clutches of the law on so many occasions, that his conviction over the Victory Bonds Club and other similar ventures came almost as a surprise. They thought his diabolical cleverness would enable him to get out of this tight corner as he had out of scores in the last thirty years. As a fact, it was only by a series of accidents that the affairs of his clubs became capable of investigation. He could not have foreseen and provided for accidents. Hitherto he had always been able to "muddy the track" so that investigation was hopeless.

There was something grimly ironic in the defence he set up that discrepancies in his accounts to the extent of nearly £200,000—and this was only a portion of the total involved, which amounted to over £100,000—was due to his unbusiness-like methods. For, of course, he was for years the advocate in and out of Parliament of a "Business Government." This was his theme every week in *John Bull*. He got over £500,000 from the public for his clubs, and had no accountants, or trustees, or auditors, and not even a record of moneys received and disbursed.

Of late years Bottomley was unable to do anything unless he was well primed with wine. Every article under his signature in *John Bull* represented a magnum of champagne, and he made no secret of the fact that he relied upon this for his inspiration.

## THE CRAZE FOR TENNIS.

There is an amazing vogue for the game of lawn tennis in all parts of the country, and clubs have sprung up in countless numbers in the last few years. It began when the workers were earning high wages, and has become a habit with all and sundry who never before handled a tennis racket. They are not so well off now, but they still play the game. This summer the popularity of tennis amounts to a craze. It is caught hold of both sexes, and is confined not merely to the young people of both sexes, but includes their elders as well.

In the Metropolitan districts of Greater London the demand for tennis is so great that the London County Council have set out to cater for those who cannot afford to become members of the various tennis clubs. Provision for these has been made in the public parks under the control of the L.C.C. No fewer than 635 lawn tennis courts have been laid out in the open spaces of the County of London alone. Play is only allowed on week-days. Parents bring their own rackets and balls, but the Council provides everything else. Hard courts are also gaining in popularity, and several such are being provided. The fact that the masses have taken to lawn tennis is a sign of the times.

## THE COMMONS AND THE DERBY.

In spite of expectations to the contrary, the House of Commons sat on Derby Day. Curiously enough, it was the condition of things in Ireland that caused Members to work while they might otherwise have been enjoying the fun and excitement on Epsom Downs. The Irish Treaty suddenly became of pressing importance, for it is in the balance as I write whether it will fail or not, seeing that rival forces are marshalling on the Ulster border, and the campaign of murder and looting which seems to be the normal state in the sister island has lately become accentuated. But for this the House would have adjourned for the Derby.

The sitting of the House in the circumstances recalls old memories. A generation ago even the Nationalist Members, always at wordy warfare with parties in Parliament, abandoned Westminster for the course. It was the custom to adjourn for the great sporting festival. Then for a space the general custom was forgotten, until it was revived a few years back by Mr. Horatio Bottomley. Two days before this year's Derby, however, Mr. Bottomley found himself in "another place," this being the first time he has failed to drive down in state and take up a prominent position on the Grand Stand in a while "topper." To quote a phrase he was fond of using in *John Bull* one may well say, "What a game it is."—H.R.

## GERMAN REPARATIONS.

A Treasury statement issued in May shows that during the twelve months ended March 31st last a total of £3,980,000 was collected by the Commissioners of Customs and paid into the "special account" under the German Reparation (Recovery) Act of last year. Of this sum £2,104,000 was paid to the Exchequer in respect of the costs of the Army of Occupation, leaving a balance at March 31st of £1,876,000.



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## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,  
ISABEL RAMSAY.]

Paris, May 20th.

A second Spring day at Longchamp confirms impressions gained last Sunday concerning fashions for the Spring and Summer seasons. There is no question about white being the chosen shade, such crowds of women paraded the tree-shaded lawns in white dresses, or flaunted white sunshades in the sun-bathed open spaces. Seen as a contrast to the vivid Spring green of the grass and trees and the brilliant colouring of the endless rows of flowers decorating the balconies of the grand-stands, this choice of white appeared as a very happy one. How Parisiennes will grapple with the problem of dusty trams and motor-buses during the hot Summer months is another matter, but, probably, designers will launch a light type of dust-coat to take the place of the fashionable cape and render service at the same time.

The sensation of the afternoon was the appearance of a mannequin wearing a Princess form type of dress with a large train; the length of the skirt was barely an inch above the ground, even as it used to be fifteen years or so ago, and the voluminous train reached from the shoulders, formed the back part of the dress as it melted into a series of folds, and then trailed away out on the ground as the wearer walked. The quaint feature about it was demonstrated by the mannequin when she drew the whole of the train round from the back and wished it over right shoulder so that it took on the line and the curves of a Roman toga. The hat she wore with this sensational costume was a small toque affair with a high peak in front, much the same shape as a diadem, so that it suited both the Imperial note of the train and the Roman note of the toga.

There was nothing else much out of the ordinary to notice except the amazing mixture of materials, the reckless blending of silks and woolsens and cottons. A toilette that caused a secondary sensation—after people had recovered from the sight of the train—was in black zemmata with a rolled back collar and long cuffs reaching up to the elbow in white organdina, the latter being used in the form of tiny gathered frills. The coat fastened down the left side and was finished with a decorative cut steel buckle at the neck, and another flat oblong one at the side on the left hip.

The idea of organdina or organdina as an added decoration to a dress is certainly catching on, and it is rare now to see a dark dress of the simple order that is not made attractive by the addition of dainty frills of one of these two materials. Gathered and sewn on to a foundation of fine white net, they are perhaps more appealing than in any other form, but they are bound soon to appeal to the masses in every possible form because they possess the dual qualities of being cheap and making both a new or an old dress look ten times fresher and more becoming than without them. A corsage that crosses over in front will be finished with a long strip of organdina doubled and cut on the cross, and this will be placed round the neck and cross-over front piece, finishing at the waistline. Gathered frills of organdina will be added in the same way. A round or oval-shaped neck will be finished with a deep Bertha full of pleated organdina, and the big popular shops are already showing crowds of gumpes and frills that are a mass of dainty frills and will not fail to add a note of charm to the plainest of frocks.

Cockades, too, are another modern means of decorating the frocks, hats and shoes of modern womenkind. Such an idea fits in well with that launched last Sunday of a medley of colours rather than one single colour, and amusing splashes of colour that scintillate in the sun like a revolving spinning jenny add a note which harmonises with the wealth and variety of the Spring flowers and foliage. One of the "boutiques" in Paris which specialises in novelties of this kind, is showing a windowful of cockades of the different periods from that of the gay Henri IV. to the present day of democratic President Millerand. For the guidance of those who wish to indulge a whim for cockades, those which flourished in the time of Henri IV. were never round, but triangular in shape and finishing in a sharp peak at the apex; cockades in the reign of Louis XIII. were round but very simple, rarely being more than single or looped strips of velvet or ribbon caught in the middle by a button; in the days of the Sun King a smaller cockade of looped ribbon was placed on top of a larger and the two were held together to form one cockade, or else long loops of ribbon were caught together at the top and allowed to flutter out from corsages or hat brims, when Marie Antoinette pretended to be a dairy-maid at Versailles cockades of pleated ribbon—as we know them best nowadays—first made their appearance, and when the Revolution came there also came cockades round and plain and of different colours like a bullseye.

The manner in which they are being used now is in the form of trimming for simple hats with turned-up definite lines, or on those to wear with dainty day or evening gowns. They also make a charming finish to either a day or evening frock sometimes, when one only is used, it is placed at the side and long streamers of the same ribbon as it is made of are allowed to hang down to the hem of the dress; when several are used they may be placed at intervals round the waist-line or strung together with a twisted or pleated ribbon. Very often on hats, too, they are used in conjunction with streamers. A pretty example of this which I saw at Longchamp yesterday was a wide-brimmed hat turned straight up at the back and finished with a Louis XVI. cockade, from which fell long loops and ends of black velvet.

(Continued at foot of next column.)

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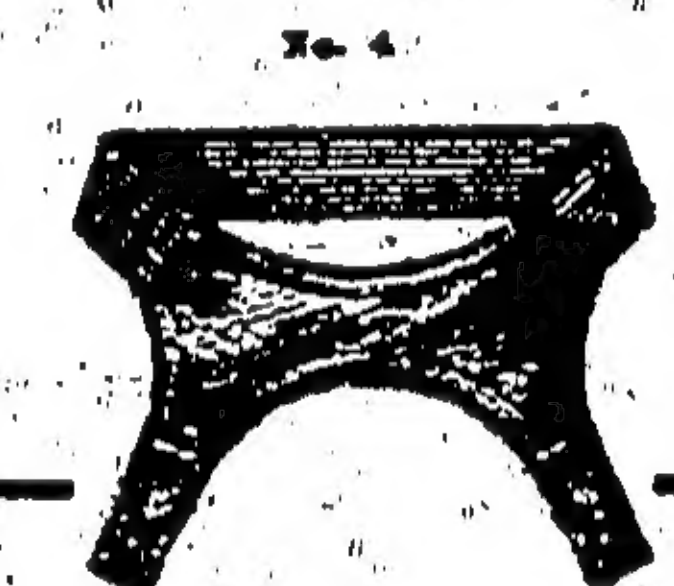
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But, after all, these (cockades and organdina trimmings) are but passing frivolities of the moment, and the real thing which counts in the fashion world—the silhouette—remains as unchanged as it was last year or the year before it. It is still as straight and simple as ever it was, and no effort of designers to bring about a change seems to have any effect. At every race meeting there is a sprinkling of mannequins wearing toilettes that vary from the general rule of simplicity and straight lines, but Parisiennes only gaze on them with interest and amusement, and continue to wear their clinging "chemise" frocks; every collection that is ever shown at a fashion parade of any big designer contains dresses that are an open revolt on the part of their creator against the prolongation of a craze which compels him to invent original models from a model as simple as a child's imagination—but his fair clients view these with a complacent eye, and then order the others! When this state of affairs changes, then, but not before then, will Longchamp have something really new in fashions to offer.

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## THE ROYAL TOURNAMENT. KING AND QUEEN'S VISIT.

The King and Queen were present at Olympia on May 18th, when his Majesty opened the Royal Tournament. Always it is a stirring scene as the thousands who crowd the vast house rise at their Majesties' entrance, and rifles of naval and military guards of honour drawn up in the arena come to the "present," and the Guards' band crashes out the National Anthem. The note seemed accented on this occasion, and the spectacle superb, for Olympia was aglow with colour in every part. Above the long lines of dark blue and scarlet on the tan and the glittering layettes was suspended a great ring from which depended ropes and a circle of large flags of every imaginable hue, a new touch. The end wall and wide doors by which the performers enter were converted into a realistic representation of St. James's Palace gateway, turrets and walls and battlements showing in warm red brick, and the audience was as picturesque as the arena. One group of seats was filled by little Red Riding Hoods, the girls of the Guards' schools; elsewhere could be seen girls of another Service school, all in white save for a green band on their hats; the scarlet of the veterans of the Chelsea Hospital flamed in a long line; and when later the audience was made complete there were areas filled with the Navy's blue and the gold and red of the Coldstream Guards band and ranks—the guards of honour, their salute paid, swung out the show. In colour Olympia eclipsed anything attempted there before.

To 1st Life Guards mounted a guard of honour within the entrance, where their Majesties were received by Major-General G. D. Jeffreys, commanding the London District, the chairman of the Tournament Committee; Lord Lee of Fareham (First Lord of the Admiralty), Captain the Right Hon. F. E. Guest (Minister for Air), General the Earl of Curran, Chief of the Imperial General Staff, and a number of distinguished naval and military officers. After the Queen, with whom was Lady Mary Cambridge, had proceeded to the Royal box, the King stepped into the arena for inspection of the guards of honour. At his close the entire audience rose again and loudly cheered his Majesty, who then joined his Consort.

### THE NAVY'S SPECTACLE.

The Royal Navy this year stages the pageant with which each performance closes. As their Majesties had to leave after two hours to travel by road to Aldershot it was this once put early in the programme, and a very fine spectacle it is. It wants blue sky and space even greater than Olympia's to show the Navy well, but the handymen's traditional ingenuity has triumphed over obstacles. The model ships of all ages are, necessarily small, but they are full of interest—Anglo-Saxon rowing galleys; the Tudor Great Harry, first of our formidable warships; the Golden Hind, two-masted and with a sharp projecting peak, in which Drake made the first circuit of the world; the *Warrior*, first vessel of the Royal Navy to carry armour or a hull of iron, her inconspicuous funnels dwarfed by the great spread of sail; and last, Beatty's battle-cruiser *Lion*, long, low, and formidable. These, frankly, are models, not large enough to carry the sailormen who, in the picturesque uniforms of the different times, march at their side, but we seemed to get to the real thing with the fight between the "Q" boat and the submarine.

A little imagination to conceive the sea really brown—as sometimes it looks in the North Sea—and then the realism is complete. For "Q" boat and submarine show only their above-water parts, and as the motors which give them motion are entirely concealed within, the craft seem to glide about quite naturally on the tan surface. A rare old tramp is the innocent-looking ship that promptly stops at the submarine's first shot, with a bearded skipper on the bridge who might have come straight out of Grimshy. Shot after shot is fired, and that each tells is evident from the puffs of smoke that rise from her superstructure and timber sides. Soon there is a fire burning aft, with a dense column of yellow smoke pouring out; black smoke comes up from the stokehold, and the "panic party" abandon ship and row away. The "Frog, Davenport," bides her time, and only when the submarine commander supposes she is down for and approaches her are guns unmasked, the White Ensign is run up, and blue-jackets pour shell after shell into the U-1 till she is knocked out and all her visible crew killed. It is splendidly acted, and excited small voices from all parts of the house rose in shrill crescendo at the dramatic moment. This act alone would be the making of any pageant.

### MOUNTING THE KING'S GUARD.

If less exciting, the detachments of Grenadier, Coldstream, and Scots Guards who enact the relief of the King's Guard in the Colour Court of St. James's Palace in the year 1790, give a show which is yet more picturesque. The uniforms would ensure that, for these are the old "lobster-backs," in scarlet coats, with blue facings and long tails, an abundance of pipe-clayed belts, and white breeches above the dark gaiters. It is a fearsome long weapon, the old musket, and it is carried, and "ordered" differently from our present ways; but, apart from uniforms and arms, little seems to have undergone change in the ceremonial of the relief of the guard, here performed with the precision that comes naturally from the Brigade of Guards.

And there is plenty of stir in the rest of the programme. The Territorials, who for the first time have their own separate show, are shown only at night; the 1st Life Guards give the always popular and graceful music-ride, ending with the excitement of the charge; the "Q" Battery Royal Horse Artillery a rousing musical drive with the guns; and the Royal Engineers put to

(Continued at foot of next column.)

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## NAPOLÉON'S LAST SOLDIER. VETERAN OF 182 WANTS TO SETTLE DOWN.

The Daily Express correspondent at  
Warsaw writes:—

Sergeant Jan Krasinski, a Pole, who claims that he fought at the battle of Borodino 110 years ago, and that he is the sole survivor of Napoleon's armies, and one of the oldest men in the world, has just returned to Poland.

He says that he was twenty-two at the time Borodino was fought, in Napoleon's Moscow campaign, which makes him 132 now. He is still full of life and vigour, and looks like a sturdy octogenarian. He was captured by the Russians at Borodino, has served the greater part of the past century in the Russian army, and fought in many wars.

He now proposes settling down quietly for the rest of his life in the district of Poznan, where land is provided by the Polish Government for war veterans.

Jan's "young" wife, as he calls her, died last year in Russia. She had only reached the age of ninety-eight.

Jan Krasinski, if he is one hundred and thirty-two, was born the year after the French revolution began with the destruction of the Bastille. He was two years old when Munich introduced gas-lighting to the world, was a man long before the first railway was built and the first steamship crossed the seas, and completed his first half-century before public telegraph lines were established.

He was a lad of fifteen when Nelson won the battle of Trafalgar.

gather a steel bridge. It seems far away from the war. Rarely is a khaki uniform seen. But the men and their spirit are the same.

On leaving the Royal box for their car, the King and Queen stopped on the way at the exhibition stand of "Sunshine House," the Blind Babies' Home of the National Institute for the Blind. Some of the children were with their nurses, and one of them, Doris John, aged 3, had been excited all the afternoon at the charge given her to present to the Queen a bouquet. As the great moment arrived, still tightly clutching the flowers, she lisped: "But are you the real Queen?" Her Majesty, evidently greatly touched with this pathetic little question, knelt down to the sightless little maid and said: "Yes, I am the Queen." "The-!" said Baby Doris, "you shall have the flowers—because you are the real Queen."

### NONE OF THE DRESSES.

The Queen had a dress of a soft shade of grey crape de Chine. The drapery on the skirt was caught down with motifs embroidered in silver and silk, the bodies being embroidered to correspond. A hat of Parma violet tissue was worn, the brim covered with pale pink and pale mauve anemones veiled in pink and mauve tulle. The ornaments were diamonds and pearls. Lady Mary Cambridge, daughter of the Marquis and Marchioness of Cambridge, wore a dress of black charmeuse, with a soft embroidered cape to match, and a hat of coral red straw, with an aigrette at one side. Lady Elizabeth Dawson was in black embroidered with steel, and wore a black hat wreathed with black and steel flowers.

Among those present were the Marquis and Marchioness of Sligo. Lady Sligo was in black charmeuse, embroidered in steel, and wore a hat of black and gold brocade finished with a black paradise plume and a cape of dark sable fur. Viscountess Birkenhead was also in black, the long coat embroidered in steel and the collar of Kolinsky fur. At hat of terracotta straw was worn trimmed with aspreys to match in colour. Lady Lee of Fareham's black charmeuse dress had wide chiffon sleeves embroidered in aquamarine blue silk and silver; the hat, of black satin, was trimmed with black tulle and feather.—Daily Telegraph.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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SHANGHAI	via SWATOW	"TINGSANG"	Thursday	6th July	Noon
MANILA	via SWATOW	"LOKSANG"	Friday	7th July	Noon
TIENSTIN	via SWATOW	"WINGSANG"	Friday	7th July	3 p.m.
TSINGTAU	via SWATOW	"CHIPSING"	Saturday	8th July	Noon
SHANGHAI	via SWATOW	"HANGSANG"	Sunday	8th July	D.L.
BANGKOK	via SWATOW	"YATSHING"	Tuesday	11th July	Noon
STRAITS & CALCUTTA	via SWATOW	"KUMSANG"	Wednesday	13th July	3 p.m.
HAIPHONG	via SWATOW	"LEESANG"	Thursday	13th July	D.L.
SHANGHAI	via SWATOW	"CHOWSANG"	Thursday	13th July	Noon
TSINGTAU	via SWATOW	"WAISHING"	Friday	14th July	Noon
SHANGHAI	via SWATOW	"HINSANG"	Tuesday	15th July	Noon
Kobe & Yokohama	via SWATOW	"HOSANG"	Sunday	23rd July	Noon

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Batavia when indicated.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when indicated.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAHSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Khat Jasselon, Labuan, Tawee and Lahad Datt.

TIENSTIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weddowai and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

A.S. "KUMSANG" will be despatched on or about  
Wednesday, 12th July, at 3 p.m. for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.,**

GENERAL MANAGERS.

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

**U.K.-STRAITS, CHINA & JAPAN SERVICE.**  
OUTWARDS.

Vessel	Leave Hongkong	Discharge
"GLENLUCE"	...	6th July
"GLENSHANE"	...	17th July
"GLENNAVY"	...	24th July
"PEMBROKESHIRE"	...	7th August

### HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENLIVER"	...	...
"GLENBEG"	...	...
"RADNORSHIRE"	...	...

Movements are subject to change without notice.

For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**

The Glen Line, Ltd. AGENTS

Telephone No. 215 sub-ex. 23 and 2694

Cable Address

Kawasaki, Kobe.

Bentley's A.R.O. 1th Ed.

and Bent's Code.

Telephone Numbers

224 5923,



## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUZAKI.

Managing Director: Mr. MATSUDA ARAI.

Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight;

And under the Company's Management

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

**KAWASAKI KISEN KAISHA**

50, 51, BARR ROAD







**ELLERMAN LINE**ELLERMAN & BUCKNALL S.S. CO. LTD.  
FREIGHT & PASSENGER SERVICE**OUTWARDS.**

a.s. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe &amp; Yokohama.

**HOMEWARDS.**Subject to change without notice.  
For particulars of freight and passenger rates apply to—

or Messrs &amp; Co., Canton

**THE BANK LINE LTD.**

General Agents.

**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO. LTD.)

**Sailings from Hongkong.**a.s. "PHENIX" ... via Suez Canal ... 5th July.  
a.s. "KEELUNG" (Call at Philadelphia) ... via Suez Canal ... 15th July.  
a.s. "CYCLOPS" ... via Suez Canal ... 25th July.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE LTD., HONGKONG  
(JOHN SWIRE & SONS, LTD.)  
HONGKONG AND CANTON. ERIS & CO. CANTON.**MESSAGERIES MARITIMES****SERVICES CONTRACTUELS**

ALL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMERS & DISPLACEMENT.	SAILING DATES.
SHANGHAI, KOBE, YOKOHAMA	"ANDRE LEBON" 22,000 ... "AMBOISE" 15,000 ... "CORDILLERE" 10,000 ...	On or about 7th July. On or about 21st July. On or about 4th Aug.
MARSEILLE via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID	"ARMAND BEHIC" 11,000 ... "CHAMBOUR" 15,000 ... "ANDRE LEBON" 22,000 ... "AMBOISE" 15,000 ...	On or about 11th July. On or about 25th July. On or about 8th Aug. On or about 22nd Aug.

**COMMERCIAL LINE**

MARSEILLE, DUNKERQUE &amp; ANTWERP DIRECT.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, &amp; ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 744.

A. JORARD, Acting Agent, Queen's Building.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, always and excellent cuisine.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. J. S. Thomson	Friday	7th July, at 1 p.m.
TUNGUS	Capt. Tidemann	Tuesday	11th July, at 12 noon.
HAIPHONG	Capt. W. C. Pasmore	Friday	14th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

**DOUGLAS LAPRAIR & CO**  
(General Manager)**YAMASHITA KISEN KAISHA**

(THE YAMASHITA S.S. CO. LTD.)

**REGULAR FREIGHT & PASSENGER SERVICE****KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

FOR HAIPHONG via Hekoh &amp; Pakhoi

a.s. "TAIKWA MARU" ... on or about 6th July.

FOR KEELUNG via Swatow &amp; Amoy

a.s. "HOZUI MARU" ... on or about 6th July.

For further particulars, please apply to—

Branch Office:  
No. 27, Bonham Street, West  
Tel. No. 155.S. MITARAI, Agent,  
Top Floor, King's Building,  
Tel. No. 140.**P. & O. British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

(COMPANIES Incorporated in ENGLAND)

**MAIL AND PASSENGER SERVICES**

BRITAIN, JAPAN, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHMIR"	9,000	5th July, 11 a.m.	(Singapore, Penang, Colombo, Aden, Port-Said, Marseilles & London)
"MIRZAPUR"	6,500	7th July, 4 p.m.	(Singapore, Penang, Colombo & Bombay)
"SOUDAN"	7,000	19th July	do.
"KARMALA"	2,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	31st July	(Bombay, Marseilles, London & Antwerp)
"SARDINIA"	6,630	16th Aug.	Marseilles, London & Antwerp
"DEVANHA"	8,094	30th Aug.	do.
"NOVAHA"	6,850	13th Sept.	do.
"MACDONALD"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	8,327	11th Oct.	Marseilles, London & Antwerp
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.

**BRITISH INDIA - APCAR SAILINGS**

"JANUS"	4,824	18th July	Calcutta via Singapore & Penang
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**EASTERN & AUSTRALIAN SAILINGS (Mousa)**

"ARAFURA"	5,000	6th July, noon.	(Manila, Thursday Island, Tawa, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

"ST. ALBANS"	4,500	4th July, 10 a.m.	Moji, Kobe & Yokohama
"SOUDAN"	7,000	6th July, 4 p.m.	Shanghai only.
"JAPAN"	6,002	9th July	Amoy, Shanghai & Kobe.
"SARDINIA"	6,380	15th July	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by E.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parade Messing not more than 1 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

23, Des Voeux Road Central, HONGKONG.

Agents.

**O. S. K.****SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Port Said.

a.s. "ATLAS MARU" ... Friday, 14th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; DAPA TOWN via SAIGON &amp; SINGAPORE. PASSENGER SERVICE

a.s. "CHICAGO MARU" ... Saturday, 15th July.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

DELHI &amp; BANGKOK via SAIGON &amp; SINGAPORE

a.s. "BUSHO MARU" ... Wednesday, 5th July.

CALCUTTA—Fortnightly service via Singapore, Penang &amp; Bangkok.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—

Via Seattle—Taking cargo to HOLLAND POINTS U.S.A. &amp; CANADA

a.s. "ARABIA MARU" (Taking Passengers) ... Thursday, 8th July.

NEW YORK via PANAMA—Regular monthly service via Cape Verde, San Francisco, Panama and Colon Ports.

a.s. "HAGUE MARU" ... 1st week of August.

NEW ORLEANS via SUEZ ... Thursday, 23rd Sept.

JAPAN PORTS—Kobe &amp; Yokohama via Shanghai

a.s. "ANDES MARU" ... Tuesday, 11th July.

KEELUNG via SWATOW &amp; AMOY—These steamers have spacious accommodations for 1st and 2nd class saloon passengers.

a.s. "KALJO MARU" ... Every Sundays, Noon

TAKAO via SWATOW &amp; AMOY

Tel. No. 4050. Y. YASUDA, Manager.

**PRINCE LINE FAR EAST SERVICE**

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE" ... Early August.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED,**

(Incorporated in Great Britain)

4, George's Building.

Telephone 3165. Telegrams (Faraprice)

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATIONS**

For	Steamer	To Sail
NINGPO & SHANGHAI	"KWANGSE"	On 5th July, D.L.
AMOY & SHANGHAI	"KANGCHOW"	On 5th July, 10 a.m.
SWATOW & AMOY	"KANGCHOW"	On 7th July, noon.
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 8th July, 4 p.m.
SHANGHAI	"SUIYANG"	On 10th July, 4 p.m.

a.s. SHANGHAI LINE—PASSENGER, MAILS and CARGO  
Steamer Saloon accommodation, amiable Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

a.s. BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE**(JOHN SWIRE & SONS, LTD.)  
Agents.  
CARGO & PASSENGER CANBES INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAITUAN"	20th July.	25th July.

SAILING SUBJECT TO ALTERATION.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.) Agents.  
Telephone No. 25.**SIAMESE STEAMSHIP CO., LTD.****SAILINGS FROM HONGKONG**

FOR	STEAMER	TO SAIL

For further particulars apply to  
Messrs BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.) Agents.  
Telephone 34.**PACIFIC MAIL S.S. CO.**

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

**TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$320.50 First Class throughout

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT WILSON" ... July 29th ... Aug. 27th

S.S. "PRESIDENT LINCOLN" ... Aug. 23rd ... Sept. 14th

(Formerly "HOOSIER STATE")

**HONGKONG-CALCUTTA SERVICE**

Freight only.

CALCUTTA via SINGAPORE, PENANG AND BANGKOK.

**TAMPA INTER-OCEAN S.S. CO.**

For HAVANA, NEW ORLEANS, NEW YORK

"EASTERN TRADER" ... July 5th

"VICTORIOUS" ... Sept. 5th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.

Agents at Canton—REISS &amp; Co.

**DODWELL & CO., LIMITED.****REGULAR SAILINGS TO NEW YORK & BOSTON**  
**for NEW YORK & BOSTON**

a.s. "EGREMONT CASTLE" ... sailing on or about 3rd August.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

TRIESTE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI.**

a.s. "NIPPON" ... sailing on or about 6th July.

a.s. "TRACIA" ... sailing on or about 10th August.

**FOR BRINDISI, VENICE & TRIESTE**

a.s. "NIPPON" ... sailing on or about 25th July.

a.s. "TRACIA" ... sailing on or about 25th August.

Passengers' Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA to SOUTH AFRICAN PORTS

a.s. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED.**

Agents.



## POST OFFICE NOTICE

## INWARD MAILS.

FROM	PER	DATE
JAPAN	Nagano Maru	5th July.
JAPAN	Asakura	5th July.
SHANGHAI	Mitsubishi	5th July.
SHANGHAI	Shanghai	5th July.
SHANGHAI	Suifu	5th July.
SHANGHAI	C. Doris	5th July.
JAPAN & SHANGHAI	Hakozaki Maru	5th July.
CANADA U.S.A. & MEXICO	Empress of Asia	5th July.
EUROPE via Suez (Letters only, London 5th June.)	Kumano	7th July.
EUROPE via Suez (Papers only, London 5th June.)	Japan	7th July.
STRAITS	Kama Maru	8th July.
JAPAN	Atsuta Maru	10th July.
AUSTRALIA & MANILA	Aki Maru	13th July.

## OUTWARD MAILS.

FOR	PER	DATE
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt and Europe, via MARSEILLES	Kashio	Wednesday, 5th. Registration 8.15 A.M. Letters 9.00 A.M.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A. Central & South America & EUROPE via SAN FRANCISCO	Pres. Cleveland	Wednesday, 5th. Registration 9.15 A.M. Letters 10.00 A.M.
Philippine Islands	City of Glasgow	Wednesday, 5th. 10.00 A.M.
Saigon	Duho Maru	Wednesday, 5th. 3.00 P.M.
Philippine Islands	Phenias	Wednesday, 5th. 5.00 P.M.
Amoy	Anascho	Thursday, 6th. 8.30 A.M.
Dairen	Arabia Maru	Thursday, 6th. 8.30 A.M.
Hohow, Pakhoi and Haiphong	Hogai Maru	Thursday, 6th. 8.30 A.M.
Kaelang	Hogai Maru	Thursday, 6th. 8.30 A.M.
Philippine Islands Australia and New Zealand via Thursday Island	Ararua	Thursday, 6th. Registration 9.45 A.M. Letters 10.30 A.M.
Straits	Bismar Maru	Wednesday, 5th. 10.00 A.M.
Haiphong	C. Doris	Wednesday, 5th. 10.00 A.M.
Kaelang	Tama Maru	Wednesday, 5th. 10.00 A.M.
Shanghai, North China, Japan, Honolulu, Canada, United States, Central & South America & EUROPE via SAN FRANCISCO	China	Thursday, 6th. Registration 9.15 A.M. Letters 10.00 A.M.
Saigon	Frederic	Thursday, 6th. 10.00 A.M.
Shanghai and North China	Sordani	Thursday, 6th. 2.30 P.M.
Swatow	Higang	Thursday, 6th. 2.30 P.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLES	Hakozaki Maru	Friday, 7th. Registration 8.45 A.M. Letters 9.30 A.M.
Shanghai and North China	Tobago	Friday, 7th. 10.00 A.M.
Straits, Egypt and Europe via MARSEILLES	Tobago	Friday, 7th. 10.30 A.M.
Swatow, Amoy and Poochow	Wang	Friday, 7th. Noon.
Philippine Islands	Wang	Friday, 7th. 2.00 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and Aden	Milapoor	Friday, 7th. 2.00 P.M.
Java and Port Moresby via Sourabaya	Tjmanah	Friday, 7th. 2.00 P.M.
Hohow	Chun	Friday, 7th. 9.30 A.M.
Java and Port Moresby via Batavia	Tjmanah	Saturday, 8th. 10.30 A.M.
Tientsin	Chun	Saturday, 8th. 2.30 P.M.
Swatow, Amoy and Kaelang	Kiyo Maru	Sunday, 9th. 9.00 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON &amp; CONTINENTAL PORTS

"ATREUS"	11TH JULY.	London, Rotterdam & Hamburg.
"PYRRHUS"	18TH JULY.	London, Amsterdam & Antwerp.
"NELEUS"	20TH JULY.	St. Nazaire, London, & Rotterdam.
"ELPENOR"	25TH JULY.	London, Amsterdam & Antwerp.

## LIVERPOOL SERVICE

"DEMODOCUS"	7TH JULY.	Marseilles, Havre, Liverpool & Glasgow.
"OANFA"	20TH JULY.	Genoa, Marseilles, Liverpool & Glasgow.
"MEMNON"	5TH AUG.	Genoa, Liverpool & Glasgow.

## PACIFIC SERVICE

"TYNDAREUS"	11TH JULY.	Victoria, Seattle & Vancouver.
"PROTESILAUS"	1ST AUG.	

## NEW YORK SERVICE

"PHEMIUS"	5TH JULY.	via Suez.
"CYCLOPS"	25TH JULY.	via Suez.

## PASSENGER SERVICE

"PYRRHUS"	18TH JULY	for Singapore & London.
"MENTOR"	23RD JULY	for Shanghai & Japan.
"MENTOR"	22ND AUG.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD &amp; SWIRE (JOHN SWIRE &amp; SONS, LTD.), AGENTS

## ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank. Complete banking facilities incident to foreign trade. Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: NEW YORK  
Head Office for the Orient: SHANGHAI

CANTON HANKOW  
BRANCHES: PEKING TIENTSIN MANILA SINGAPORE

D. M. BIGGAR, Manager.

## COMMERCIAL OPENING QUOTATIONS

4th July, 1922	
On LONDON—	
Telegraphic Transfer	100/10
Bank Bill, on demand	100/10
Bank Bill, at 30 days sight	100/10
Bank Bill, at 4 months sight	100/10
Credit, at 4 months sight	100/10
Documentary Bills, 4 months sight	100/10
On PARIS—	
Bank Bill, on demand	700
Credit, 4 months sight	735
On NEW YORK—	
Bank Bill, on demand	58 1/2
Credit, at 30 days sight	60 1/2
On BOMBAY—	
Telegraphic Transfer	201
Bank Bill, on demand	201
On CALCUTTA—	
Telegraphic Transfer	201
Bank Bill, on demand	201
On SHANGHAI—	
Bank Bill, at sight	100/10
Credit, 30 days sight	100/10
On YOKOHAMA—On demand	111
On MANILA—On demand	113
On SINGAPORE—On demand	113
On BATAVIA—On demand	113
On HANKOW—On demand	113
On SOERABAYA—On demand	113
On BANGKOK—On demand	113
On BANGKOK, Bank's Buying rate	7.54 1/2
Gold Leaf, 100 fine per tola	43.60
RAR SILVER per oz.	36 1/2
Hongkong 10 cent piece	80 1/2
Hongkong 20 " "	100 1/2
Canton 10 " "	80 1/2
Canton 20 " "	100 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital	£1,000,000
Reserve Funds	£1,000,000
Share	£1,000,000
Dividend	£1,000,000
Reserve Liability of Proprietors	£1,000,000

Court of Directors:

G. M. DOWELL, Esq., Chairman.	
Hon. Mr. A. O. LEE, Deputy Chairman.	
H. G. M. BARNARD, Esq., Hon. Mr. E. V. D. PARR.	
A. M. BOWEN, Esq., W. L. F. PATTERSON, Esq.	
G. T. M. ELLIS, Esq., H. F. WHITE, Esq.	
P. H. HOLYK, Esq.	

Chief Manager:

A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER &amp; PARKS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local CURRENCY and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG &amp; SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Acting Chief Manager.

Hongkong, December 29th, 1920.

## CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1852

HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000

Reserve Fund £2,000,000

Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. OROCKATT, Manager.

Hongkong, March 20th, 1921.

## NEDERLANDSCHE MANDER MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1824.

A. Capital F. 100,000,000

Paid-up Capital F. 80,000,000

Reserve Fund F. 18,979,340

Special Reserve F. 40,140,000

Head Office—Amsterdam.

Branches at: The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES—

Bandjermasin Macassar Singapore

Bandjermasin Macassar Singapore

Bandjermasin Macassar Singapore

Bandjermasin Macassar Singapore

Bandjermasin Macassar Singapore

Bandjermasin Macassar Singapore

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Bandjermasin Macassar Singapore



WHAT MAKES  
WESTMINSTER "SPECIALS"  
SO GOOD?

A trial reveals a flavour and delicate  
aroma such as none other can boast

**WESTMINSTER**

— TURKISH SPECIALS —

From all Leading Tobacconists.



## THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 4.

Authorized Capital £2,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,800,000

Reserve Fund £1,150,000

BRANCHES

THE BANK OF ENGLAND,

THE LONDON JOINT CITY &amp; MIDLAND BANK, LTD.

BRANCHES:

Bombay Hongkong Kuala Lumpur Rangoon

Calcutta Hongkong Madras Shanghai

Colombo Hongkong New York Singapore

Delhi Hongkong Penang

Galle Keta Bharu Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, January 17th, 1922.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE:

Alexandra Buildings, Charter Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

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THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 11th of November, 1917.)

Authorized Capital £40,000,000

Paid-up Capital £2,577,800

Reserve Funds £6,607,878

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central.

Branches and sub-branches in all over China, and correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company, New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYUJI FUKU, Manager.

Hong Kong, September 28th

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:

No. 10 Des Voeux Road, HONGKONG.

Established 1919.

Authorized Capital £10,000,000

Paid-up Capital £5,000,000

Reserve Fund £200,000

DIRECTORS:

Mr. Fong Wai Tung, Chairman.

Hon. Mr. Chow Shou Sen.

Mr. Li Koon Chun.

Mr. Fung Ping Shan.

Mr. F. K. Kwok.

Mr. Kan Chi Nam.

Mr. Huynh Tai.

Mr. Kan Yung Po.

Mr. Li Tse Tung.

CHIEF MANAGER—Mr. Kan Yung Po.

Asst. Manager—Mr. Li Tse Tung.

BRANCHES &amp; AGENCIES—

LONDON NEW YORK

PARIS SAN FRANCISCO

SHANGHAI YOKOHAMA

Kobe SAIGON

NAGASAKI PENANG

SINGAPORE HANKOW

TIENSIN BATAVIA

MANILA SOERABAYA

SAMARANG BOMBAY

CALCUTTA CANTON

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Accounts at the rate of 2 per cent per annum on Savings Accounts Four per cent per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent per annum

For 6 months at the rate of 4 per cent per annum

For 12 months at the rate of 5 per cent per annum

K. TONG PO, Chief Manager.

Hongkong, March, 8th 1922.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000

Reserve Fund Yen 61,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Batavia Kobe Soerabaya

Bombay London Rangoon

Buenos Ayres Lyons San Francisco

Calcutta Los Angeles Seattle

Changhai Manila Shanghai

Dairen (Dairen) Nagasaki

Hongkong New York Sydney

London Osaka Tientsin

Hankow New York Tokyo

Honolulu Peking Tientsin

Harbin Rio de Janeiro Tientsin

Kai Yuen Saigon Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA, Manager.

11th March, 1922.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:

(TAIWAN BRANCH).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed Yen 50,000,000

Capital (Paid-up) Yen 24,000,000

Reserve Funds Yen 11,700,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka

Mojil

FORMOSA—Ginsu, Keelung, Keelung

Makung, Nanto, Pusan, Shachiku

Taipei, Tientsin, T